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SINGAPORE TRAMWAYS.

EXTENSIVE SHARE SALES TO HONGKONG.

An Old Eastern Resident writes to the *Chinese Express and Telegraph* (London):
—It occurs to me that the enclosed copy of an editorial taken from *Truth* may be of considerable interest to your Eastern readers, likewise to readers resident in Britain who are interested in Eastern matters.

The price of the 5s. shares has been rushed up in the past few weeks from round 2s. 6d. to their present price. Financial circles here report that large numbers of the shares are being sold by London interests to people in the East, particularly to Hongkong; and in view of the price at which they are being bought, opinion of those close to the Company is that this can only be due to the facts of the reorganisation scheme not being properly known to buyers, while the possibility of misleading information having been distributed by interested parties is also hinted at.

Something of the kind is obvious when it is seen that, at the present price of the 5s. shares, the equivalent price of 40 new 5s. shares works out at £144, whereas each £100 debenture stock, now selling round 81, also gets 40 new 5s. ordinary shares plus £70 in new 7 per cent. Cumulative Preference Stock. The disparity is most striking, and if the Eastern buying continues it certainly looks as though the buyers may lose very substantially.

I send the information as an old Eastern resident, knowing from somewhat sad experience how losses can be caused people in distant places through lack of information.

[Enclosure.]

Singapore Electric Tramways.—The 5s. ordinary shares of the Singapore Electric Tramways, which formerly stood at something less than half-a-crown each, had a sharp rise lately, and on Monday last were dealt in at 9s. The movement looks like a market "fix" and apparently is not justified by the re-organisation scheme lately passed. Under this scheme holders of 300 of the old 5s. shares get forty new 5s. ordinary shares, and at the price lately touched by the old these forty new shares would be worth £32, whereas each—that is, £144 the lot. But each £100 of the 5 p.c. debentures also gets forty new ordinary shares of £1 each, yet the present market quotation of these debentures is only 81. If there is any justification for the old ordinary shares standing at 8s. or 9s. each, there is certainly no justification for the 5 p.c. debentures standing at only about 81, especially as they also get £70 of 7 p.c. preference shares under the above scheme.

That the 5s. ordinary shares are not worth anything like the recent price appears to be borne out by the fact that under the reorganisation scheme one-half of the profits must go to the new management before anything can accrue to the reference or ordinary shareholders. I think the movement affords an excellent opportunity for holders to get out. No dividend has been paid on the shares since 1917.—*Truth* London, July 29th, 1924, page 165.

THE COAL TRADE OF HONGKONG.

Mr. Lekoy Webber, U.S. Consul in a recent report says:—
Coal imports—about 62 per cent. of which were bituminous—into Hongkong for the year 1923 amounted to 1,403,491 tons, as compared with 1,048,175 tons in 1922 and 1,175,571 tons in 1921. About 33 per cent. of the bituminous coal comes from Japan, 21 per cent. from Formosa and adjacent islands, and the remainder from North China, Manchuria, South Africa, and Borneo. All of the anthracite coal comes from French Indo-China, with the exception of about 10 per cent. which is supplied by Great Britain for the use of the British Navy. About 25 per cent. of the local coal imports are re-exported to near-by ports for use by small river steamers, and launches and by manufacturing plants.

Consumption of coal by the river steamers has decreased. This has been offset, however, by the increase in the demands by the coastal steamers and the manufacturing industries of Hongkong and Canton. Although fair stocks are always maintained at Hongkong, very little bunkering is done at this port by ocean steamers, which, as a rule, coal at Japanese or North China ports at a cheaper price.

TRADE UNION SLUMP.

2½ MILLION MEMBERS LOST IN TWO YEARS.

The membership of registered trade unions of Great Britain, which reached nearly 7,000,000 in 1920, fell to 4,500,000 in 1922, according to a report just issued by the Chief Registrar of Friendly Societies covering the year 1922.

Their funds still exceeded £10,000,000. During 1922 they expended more than £3,000,000 in unemployment benefit, which, says the Chief Registrar, following on the £15,000,000 expended in the preceding year, serves as some indication of the extent of trade depression.

The amount disbursed in dispute benefit was smaller than in any year since the war.

The Registrar observes that, as a result of misunderstanding, in one or two cases moneys belonging to general funds were applied to the furtherance of political objects, but such sums will be refunded.

A new departure, so far as trade unions are concerned, was the adoption by one union of a scheme of collective life insurance of its members with an insurance society.

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COTTON MILL FINANCE.

SIR W. HOPWOOD ON DEALS
WITH SIR J. LEIGH.

The public examination in bankruptcy took place at Oldham recently of Sir William Hopwood, of Shaw, near Oldham, who had a prominent part in the cotton boom of 1919-1920.

He said that he was assisted in his purchases of cotton mills by Sir John Leigh, now companies being formed to pay for the shares. He generally received £10,000 for his share in each transaction. Some of the profits Sir John Leigh received were: Gem Mill, £80,000; Irwell Bank, £341,000; Junction Company, £38,000; Lark Mill, £82,000.

The reason for his failure was guaranteeing bank overdrafts for cotton mills and depreciation in the value of shares in the mills, owing to trade depression. The examination was adjourned until October 17th.

CINEMA NOTES.

THE CORONET.

Local cinema-goers have their last opportunity this evening of seeing the great adventure film "To Have and to Hold" which has been drawing interested audiences to the Coronet Theatre during the past few days.

WORLD THEATRE.

There's a chuckle for the glum, and laughter in plenty for the light-hearted in "Broadway or Bust," the new Hot Gibson comedy at the World Theatre. The story, written by Edward Sedgwick, who directed the picture, and Raymond L. Schrock, reflects the experiences of a pair of cowboys who crave to see Broadway and whose dreams were fulfilled by one of them "coming into a sudden fortune." Hot dominates the film as Dave Holles, the cowboy who has his ranch for a fortune. There's a neat love story played by Ruth Dwyer. The kick of the film is the scene in which the boys ride up to the "Fitz" hotel on horseback and engage a suite of rooms for themselves and their saddle horses. The hotel's publicity man plays the matter heavily, and the boys are invited out with the Blue Book squadron. Gibson is fast taking his place among the screen's highest rate comedians, scoring hit after hit in the comedy type of film.



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THE CHINA ASSOCIATION. THE POLITICAL SITUATION.

ANNUAL MEETING IN LONDON.

The annual meeting of the China Association was held in the offices of the P. and O. Steam Navigation Co. Ltd., 129, Leadenhall Street, London, E.C.3, on July 23rd. Mr. David Landale, chairman of the Association, presided, and amongst those present were the Rt. Hon. Sir John Jordan, P.C., G.C.M.G., etc., Lt.-Gen. Sir George Macdonagh, K.C.B., K.C.M.G., etc., Sir Gershom Stewart, K.B.E., Sir James H. Stewart-Lochhart, K.C.M.G., Major R. B. Denny, Dr. O. Marriott and Messrs. F. Anderson, H. H. Joseph, D. C. Rutherford, W. Adams, Oram, T. H. Whitehead, E. A. Stanton, F. Salinger, L. N. Leefe, J. R. Michael, S. H. Michael, A. M. Townsend, H. J. Stockton, Byron Brennan, C.M.G., H. G. Simms, W. G. Pratt, H. D. C. Jones, R. H. Hill, G. A. Richardson, W. Fisher, H. W. Dally, George B. Dodwell, O. T. Cousins, W. B. Kennett, W. N. Eleome, Robert Carr, H. A. J. Macray, J. S. Haskell, H. A. Ottewill, L. A. Dent, and H. C. Wilcox, Secretary.

The secretary (Mr. H. C. Wilcox) having read the notice convening the meeting.

The CHAIRMAN said: Gentlemen.—The report and accounts have been in your hands for some days, and with your permission I will take them as read. Your Committee regret that they are unable to record any improvement in the political situation in China. No steps, as far as we know, are being taken by the three military leaders to compose their differences and establish a Central Government. Trade generally has been much hampered by piracy and the general unrest in the country. That so large a volume of business is transacted in spite of the existing conditions speaks volumes for the energy and perseverance of Chinese traders, and forebodes what might be done under more favourable circumstances.

In addressing you last year I pointed out that I believed that an offer by the Great Powers to mediate would be welcome. Since then we have had more than one instance of a European country being set upon its feet by the assistance of the League of Nations, but these results have been attained by the acceptance of the advice given in the spirit in which it was offered. It is to be hoped that the Great Powers concerned will before long turn their attention to China, for I know of no larger or more promising field in which to find employment for the many factories of this country. But in advocating mediation on the part of the Powers in order to hasten the establishment of a Central Government in China it is necessary to sound a note of warning. We do not think that the time has come for any modification of the Treaties under which foreigners reside in China and under which foreign trade is carried on in that country.

Our views upon extra-territoriality are clearly set out in the report, and I cannot too strongly emphasise the concluding paragraph, which reads: "If China wishes to modify her present international status, her first duty is to put her house in order, and then, following the example of the neighbouring Empire of Japan, to undergo a long course of preparation, not merely in remodelling her legislation, but in training officials who can be trusted to have it honestly enforced."

As you will rather from the report, an unfortunate position has been reached in the negotiations for the renewal of Crown leases in certain Treaty Ports. We were led to believe that the officials at the Foreign Office recognised that H.M. Government, in acquiring the original lease of the land from the Chinese Government, were merely acting in a fiduciary capacity in the interests of those who wished to acquire land for the purposes of the conduct of their business. Since the accession of Mr. MacDonald's Government to power, however, a decision has been arrived at that full advantage should be taken of the wording of the present Crown leases, and as large a sum as possible be extracted from the lot holders for renewal of their leases, and whereas the British Government originally assisted traders to establish themselves at the Treaty Ports in order to facilitate their business, a considerable portion of which was the marketing of British goods, the Government of to-day is by this recent decision greatly hampering the expansion of such business. In the House of Commons, on July 16th, Mr. Jowett, the First Commissioner of Works, in replying to Mr. Foot Mitchell, stated that 64 per cent. of the leaseholders had expressed their willingness to accept the new terms, that 27 per cent. had said nothing, and that only 9 per cent. were opposed. Evidently aware from what source Mr. Jowett obtained this information, but we telegraphed to Tientsin to inquire how the matter stood, because at the instance chiefly of the Tientsin Committee we have been actively negotiating with the Foreign Office in this matter. The reply that has been received this morning from Tientsin reads as follows: "Referring to your telegram of 17th, estimate that Tientsin alone represents fully 30 per cent. total value involved, as far as we can ascertain only one application for renewal made from here, remainder opposed to."

With regard to Hankow, their interests equally large; they have informed us nobody has accepted, therefore we estimate Tientsin and Hankow alone represents 60 per cent. dissentients.

I do not think that many of the lot holders in the smaller ports have agreed to the terms offered by the Government, though one or two have done so in order to enable them to rebuild for urgent reasons. It would appear as though Mr. Jowett has transposed the figures, but as it is willing to receive a deputation on the subject, the opportunity will be taken of asking him to explain his statement. It is to be hoped that eventually some reasonable terms of renewal of these leases will be offered.

TRADE MARKS.

The position as regards the registration of trade marks in China is also a very unsatisfactory one. The Chinese Government have promulgated a law which the British Government is unable to recognise until some essential safeguards are introduced. The chief objections to the law as it stands are that the provisions for dealing with the settlement of disputes enmesh upon our extra-territorial rights under existing treaties, also that registration by a Bureau which is not properly equipped with expert knowledge would afford little if any protection. The fees are very high, and in time to come are apt to lead to registration for revenue. It is much to be regretted that the Chinese Government does not place the registration of trade marks under the supervision of the Inspector-General of Customs, as agreed under the Mackay Treaty.

The accounts have been audited by Mr. Salinger, and, I think, require no explanation. Our subscriptions did not quite cover our expenses, and further contributions will be welcome. With these remarks, gentlemen, I beg to propose the adoption of the report and accounts.

Mr. H. H. Joseph: I have much pleasure in seconding the resolution that the report and accounts be adopted. It does not require any comment from me, because the Chairman has very fully put before you the position in which the Society now finds itself.

The resolution was carried unanimously without further comment.

ELECTION OF PRESIDENT AND COMMITTEE.

The CHAIRMAN: The next business is the election of a President for the ensuing year, and I am glad to say that Sir John Jordan has agreed to act as President for another year. (Applause.) His great knowledge of China, and the interest he takes in all matters that come before the Committee are of great value to the Association, and I am quite sure that you will unanimously elect him again. (Applause.)

Mr. F. ANDERSON: It is merely a formality, but I have great pleasure in seconding this.

The resolution was carried unanimously.

The CHAIRMAN: The next business is the election of a Chairman, Vice-Chairman and Hon. Treasurer.

Mr. F. ANDERSON: I have very much pleasure in proposing the election of the following members as Chairman, Vice-Chairman, and Hon. Treasurer for the year—that Mr. L. N. Leefe be elected as Chairman of the Association for the ensuing year. (Applause.) I am glad to see from the reception you have given to his name that you are of the same opinion that I am—that a more desirable man could not be appointed. I have also pleasure in moving that Sir Gershom Stewart, K.B.E., be appointed Vice-Chairman. (Applause.) The same remark applies to the acceptance of his name. I also propose that Mr. R. Chatterton Wilcox be elected Hon. Treasurer. (Applause.)

Mr. H. H. Joseph seconded the resolution and it was carried unanimously.

Mr. W. ADAMS ORAM: I have much pleasure in proposing that the following gentlemen form the General Committee for the year 1924-1925: Viscount Inchcape, Rt. Hon. Sir John Jordan, P.C., G.C.M.G., etc., Lt.-Gen. Sir George Macdonagh, K.C.B., K.C.M.G., Sir Walter C. Hillier, K.C.M.G., C.B., Sir Alfred Dent, K.C.M.G., Sir Gershom Stewart, K.B.E., Sir J. Stewart Lochhart, K.C.M.G., Sir Frederick Bourne, C.M.G., Major W. S. Nathan, C.M.G., Mr. F. Anderson, Mr. Byron Brennan, C.M.G., Mr. J. S. Bruce, Mr. George B. Dodwell, Mr. W. Fisher, Mr. J. S. Haskell, Mr. R. H. Hill, Mr. W. B. Kennett, Mr. H. D. C. Jones, Mr. H. H. Joseph, Mr. David Landale, Mr. L. N. Leefe, Mr. H. A. J. Macray, Mr. C. H. Pearson, Mr. H. W. Robertson, Mr. D. C. Rutherford, Mr. Charles V. Sale, Mr. F. Salinger, Mr. H. G. Simms, Mr. H. A. Stewart, Mr. A. M. Townsend, Mr. A. G. Morey Weale, Mr. T. H. Whitehead, Mr. R. C. Wilcox, Mr. A. G. Wood.

Major R. B. DENNY seconded the resolution, and it was carried unanimously.

The CHAIRMAN: That concludes the business of the meeting, and I thank you for your attendance.

Mr. D. C. RUTHERFORD: Before we separate I should like to move a resolution that this Court records its hearty appreciation of the services of Mr. Landale as Chairman of the Association for the last three years. (Applause.) Under the rules of the Association, this office can only be held for three years, and Mr. Landale has filled that position with considerable satisfaction to the Committee, and with very great advantage to the Association. I am sure that this resolution when it is duly seconded will be passed unanimously.

Mr. W. FISHER seconded the resolution, and the vote was unanimously recorded.

The CHAIRMAN: Gentlemen, I thank you very much for the kind vote which you have passed, and I can assure you that the work I have done for the Association has been a great pleasure to me. The proceedings then terminated.

THE ANNUAL REPORT.

FINANCE AND TREASURY.

In looking back upon Chinese affairs during the past year, it is difficult to see any material improvement in the political situation. Constant changes and general instability still continue to be the outstanding features both the Central and Provincial Governments. If anything, the power and influence of the Peking Government is more limited and restricted as regards internal affairs than was the case a year ago. The disunion and weakness of the Government has been accompanied by a continuance of unrest and disturbances throughout the country, in many cases involving foreign interests and security. The financial situation is beginning more and more strained as far as the credit of the Government is concerned. Typical instances of the uncompromising attitude of the Chinese Government may be noticed in the conditions claimed in connection with the retrocession of Weihaiwei. In spite of their formal undertaking to deal equitably with just claims for compensation arising out of the transfer and the liberal terms offered by H.M. Government, there is no evidence of reciprocity on the Chinese side. Apparently in political circles in China, for the time being, antagonism to foreign interests is looked upon as a safer bid for popularity amongst those sections upon which politicians rely for support rather than the cultivation of cordial relations with friendly Powers; but perhaps the course of events may show that this attitude has its disadvantages, and that it is not a very far-sighted policy in view of the dangerous situation in which is placed.

Finance.—In spite of the chaotic political conditions in the Provinces and a weak Central Government, the Maritime Customs Revenue was fully maintained, but with an effective 5 per cent. duty it would not have been unreasonable to expect a greater result than was actually achieved. Only the able administration of the great organisation and its power, so far, to control the Customs Revenue has enabled these results to be obtained, contrasting sharply with the obstruction and interference of provincial authorities that faced the collection of the Salt Revenue. A matter for criticism, however, as regards the administration of the Customs Revenue is the decision to apply the surplus to China's internal and domestic debts without regard to the claims of foreign creditors.

Extra-territoriality.—The greater the confusion and insecurity of foreign life and property in China, the more insistent becomes the demand of a section of foreign education Chinese to obtain some modification of the extra-territorial regime and secure jurisdiction over all foreigners. Amid the hopeless confusion the Peking Government is engaged in drawing up elaborate codes and regulations with a view to convincing "Foreign Powers" that China is now in a position to assume jurisdiction over their nationals and that they may safely abandon, or materially modify, the Treaty rights on which their trading operations have been conducted for so many years, and on which the security of their immense vested interests entirely depends. The issue of portentous volumes of legal enactments will carry little weight with any one acquainted with the situation in China. If China wishes to modify her present international status, her first duty is to put her house in order and then, following the example of the neighbouring Empire of Japan, to undergo a long course of preparation, not merely in remodelling her legislation, but in training officials who can be trusted to have it honestly enforced.

Opium.—The negotiations for the enforcement of the 1912 Convention continue to make slow progress at Geneva. The question is greatly complicated by the widespread recrudescence of opium cultivation in China. This presents a problem with which no outside influence can hope to cope, and unless some reform movement comes from within, of which there is little indication at present, it is to be feared that all the suppression work of previous years will have been done in vain, and that China's last condition will be no better than the first.

Railways.—The earnings of the Chinese Government Railways in 1923 were better than in the previous year. Military interference with the railways continued throughout the year to hinder their operation. The only new construction which has been undertaken has been the continuation by Belgian interests of the Lung Hai Railway.

Trade Mark Law.—The only satisfactory solution of the problem would obviously be the promulgation of a Trade Mark Law previously agreed upon between China and the Powers, which would be made applicable to the Chinese by the Chinese Government and to foreigners resident in China by their respective Governments, by means of Orders-in-Council or other appropriate methods. The whole situation at present is extremely unsatisfactory. Your Committee feels that if at the time the law was first promulgated it had been possible for all the principal foreign Powers to unite in insisting upon proper safeguards for the protection of foreign interests, their reasonable requirements might have been conceded by the Chinese Government. Now that the Chinese are concerned, so far as the law has been in force, for nearly a year, the position must necessarily be more difficult to deal with, but it may still be by British and other foreign merchants are in no way derogatory to Chinese interests.

(Continued on next column.)

CULTURAL RELIEF WORK.

NO MONOPOLY, BY JAPAN'S FOREIGN OFFICE.

CO-OPERATION WITH CHINA.

With reference to the cultural relief undertakings in China as projected by Japan, M. Deubel, Director of the Asiatic Bureau of the Foreign Office, who is in charge of the said work states:—

"The fact that the Cultural Relief Office, which conducts the business relative to the undertakings in question, is affiliated with the Foreign Office has, it appears, incidentally given rise to the wrong impression that the Foreign Office is going to monopolize the undertakings. This is not, however, the case, the fact being that it is simply for the sake of convenience that the Foreign Office is in charge of the undertakings, because the works are being undertaken by a fund specially earmarked for that purpose and defrayed from the State coffers in accordance with the provisions of the Law for the Special Account. The Government is fully aware that the undertakings are of an important nature and ought to be conducted on a permanent basis. It has no intention whatsoever to monopolize the undertakings to itself, but it is under the belief that they ought to be conducted in compliance with the advice by an Advisory Council to be formed by a selected number of men, including a few Government officials, and has practically formed one.

"A certain section of the people apparently thinks that the undertakings are being projected in China, because China is at a lower stage of civilization as compared with Japan, and they are on this account not a little exasperated. The impression is also wrong. The proposed undertakings are to be undertaken 'en-garde' (China). It is true, and to capacious dissensions this may mean that the undertakings are being aimed at doing something by a country, which has a higher civilization, in and for a country which has not. This is, however, an absolutely useless dissension. Japan has never taken into account the question which of the two countries has the higher or the lower civilization. She bases the present project on the appreciation of the long-standing Chinese civilization, and it is her intention to help the Chinese people consolidate and further elevate the culture so far maintained by them. Japan has no intention whatsoever to conduct the proposed Laboratories and Museums, independently of China, but is determined to build and manage them in consultation with, and with the co-operation of China.

"The proposal that a Council of Delegates or an Advisory Council to be formed by Chinese and Japanese scholars and experts be established in China, in order to assist the authorities concerned by a presentation of views or advice as regards the conduct of business is being favourably considered. What ought to be taken into account is that the undertakings are still at the threshold, and the Tokyo Government has not as yet formed any definite plan. The necessity of China's co-operation is fully realized, and in order to achieve this end the Tokyo Government will in time exchange views with the Chinese people, so that the undertakings in question will be conducted in such a manner as to be satisfactory to both.

NAVAL NOTES.

Lieut. R. R. Lyle has been appointed to the flagship *Hankow* for duty with the China Squadron for Fleet physical and recreational duties from the date of joining. Lieut. Lyle was appointed a naval cadet in 1907, and reached his present rank in September, 1916. He specialised in physical training some years ago, and saw much service with destroyers during the late war.

Lieut.-Comdr. C. R. Thompson, who will join the *Titanic* at Hongkong, will be placed on duty with the submarines in the China Station, and of which he will have command. This appointment will have effect from September 1st next. Lieut.-Comdr. Thompson was employed in submarine working during the late war, and commanded the *U-29* on the China Station in 1920, so that he is no stranger to his coming duties.

Crown Leases.—It is greatly to be deplored that a satisfactory outcome of this matter has not been achieved. The Committee is led to believe that H.M. Government is determined on adhering to the scheme involving large payments by existing lessors before renewals can be granted.

Obituary.—In the death of Mr. Gundry, early in the present year, the Association sustained a severe blow, and the General Committee wish to record their deep sorrow at the loss of a colleague so closely identified with them in the work of the Association, since its foundation. To Sir Alfred Dent and Mr. Gundry the Association owes its inception in 1899. Of a large knowledge of the Chinese, always a friend of China, but by no means blind to her faults, Mr. Gundry was accustomed to voice his opinions with frankness and conviction, and having formed his opinion firmly adhered to it. He was a vigorous, terse and trenchant writer.

THE RETURN OF JAPAN'S OLYMPIC SWIMMERS.

ENTERTAINED AT THE VICTORIA RECREATION CLUB.

EXCITING SPORT ON SATURDAY NIGHT.

The Japanese Olympic swimmers, who are passing through Hongkong on their return to Japan, were on Saturday night the guests of the Victoria Recreation Club when a number of interesting swimming contests were arranged between the Olympic swimmers and local swimmers.

The fête aroused considerable interest in Hongkong as there was prospect of exceedingly keen racing, our local swimmers being in exceptionally good form just now. Naturally with such enthusiasm it was only to be expected that every available seat at the fête would be taken up. Amongst those present were noticed: His Excellency the Governor (Sir R. E. Stubbs, K.C.M.G.), the Hon. Sir Claude Severn and Lady Severn, the Hon. Mr. P. H. Hogg, and the Misses Hogg, Colonel Russell Brown, Colonel Butterworth and many members of the Japanese community including Mr. S. Takahashi (Consul-General for Japan).

As was only to be expected the visitors carried off all the events though our local swimmers put up a very keen exhibition and were by no means disgraced. In the 100 yards invitation race, Lyon and Johnstone came in second and third respectively. In the fifty yards invitation Hongkong representatives also obtained a second and third, Razavet and Noronha coming in the order named. Razavet's performance was highly creditable as he was only beaten for first place by a fifth of a second.

In the 200 yards event Lyon got placed third, whilst the team race provided a most exciting tussle and was without doubt the most interesting event of the night's sport. In this event the Hongkong men were only beaten by one second which was really a splendid performance when it is remembered that their opponents were placed fourth at the Olympic.

In addition to the usual events for members there was an exhibition of fancy diving by Messrs. N. Duck, W. G. Urquhart and C. Mackenzie. No decisions were given in this event. There was also an interesting swimming match under water between two of the Japanese team. This was won by T. Ishida who swam 25 yards in 14 seconds.

RESULTS.

The results were as follows:—
100 Yards Invitation.—1. K. Takahashi; 2. D. Lyon; 3. J. Johnstone; 4. T. Ishida. Time: 56.2 seconds. Lyon's time was 58secs.

50 Yards Ladies (Breast Stroke).—1. Miss G. Ramsay; 2. Miss B. George; 3. Miss Bliss; 4. Miss R. Chue. Time: 45secs. (Miss Chue finished first, dead heat with Miss G. Ramsay, but was disqualified for taking her hand out of the water).

50 Yards Invitation.—1. K. Onoda; 2. G. Razavet; 3. E. Noronha; 4. T. Saitoh. Time: 26.15secs.; Razavet, 26.2secs.; Noronha 26.4secs.

50 Yards Girls (Breast Stroke).—1. M. Gourlay; 2. E. Allen; 3. P. Hunt; 4. B. George. Time: 50secs. (Miss George came in first, but was disqualified for using the side stroke).

50 Yards Boys Handicap (Back Stroke).—1. S. Gittins; 2. F. Zimmerman. Time: 44.4secs.

200 Yards Invitation.—1. T. Miyahata; 2. K. Takahashi; 3. D. Lyon. Time: 2mins. 17.4secs.; second, 2mins. 21.1secs.; Lyon's time was 2mins. 25secs.

50 Yards Members.—1. J. Kent; 2. J. Assumpcao. Time: 29.3secs.; Assumpcao, 29.4secs.

Team Race.—1. Japan: Onoda, Saitoh, Ishida, Miyahata, Takahashi; 2. V.R.C.: Johnstone, Razavet, Urquhart, Noronha, Lyon. Time: 2mins. 18.2secs.; V.R.C., 2mins. 47.5secs. Each pair had to swim 50 yards. A most exciting race right through. In the final lap Lyon and Takahashi were swimming neck and neck, the latter winning by less than 12 inches.

The officials were as follows:—
Committee and Officials.—Messrs. J. Stewart, I. Lyon, P. W. Ramsay, J. Imanaga, M. Kitayama, S. Mural, I. Sawada (Manager of Japanese Team), G. Noruchi (Coach), W. Logan, A. Silva Netto, R. H. B. Mitchell, I. Kimura, A. A. Alves, and A. McKirdy.

Official Timekeepers.—Messrs. J. Lyon, C. J. Cook, A. Silva Netto, A. A. Alves, W. Anderson, A. McKirdy and R. C. Mitchell.

THE PRIZE DISTRIBUTION.

At the conclusion of the sporting events the prizes were distributed by Sir Claude Severn, Chairman of the Club. Prior to the distribution Sir Claude addressed the gathering. He expressed pleasure in giving himself and members of the V.R.C. to again welcome the Japanese Olympic team and joyfully referred to the extremely kind manner in which the typhoon was passing away from Hongkong, thus allowing them to enjoy such an excellent night's sport.

(Continued on next column.)

LOCAL SPORT.

FOOTBALL.

ALTERATION OF RULES.

Mr. W. E. Hollands, Hon. Secretary of the Hongkong Football Association writes:—

The following alterations to the Football Rules having been passed by the Football Association become operative this season:—

Rule 6.—The following footnote is added:—"It is not a breach of the law for a player to be in an offside position, but only when in that position he interferes with an opponent or with the play. If a player who is in an offside position advances towards an opponent, or the ball and in so doing causes the play to be effected he should be penalised."

Rule 10.—Delete from fourth sentence the words "corner kick."

Law 11.—After the word "scored" inserted "from a corner kick or."

Law 16 is altered by adding as the last sentence "A free kick shall be given for an infringement of this law."

Law 17 is altered to delete from lines one and two "Laws 3, 6, 8, 10 or 16" and substituting "Laws 5, 6, 8 or 10."

The footnote to rule 11 explains itself, the word "corner kick" being deleted from Rule 10 and added to Law 11 now allows a goal to be scored direct from this kick. Law 16 now definitely states that a free kick shall be given for an infringement. The alteration to Law 17 by deleting Law 16 is done, because the latter law now definitely states a "free kick" shall be given for an infringement, but a goal cannot be scored direct from this kick.

WATER POLO.

LAST MATCH OF THE LEAGUE SEASON.

The last water polo match of the Garrison League season took place on Friday night between the League winners (8th Heavy Battery, R.G.A.) and the East Surrey Regiment, the former winning by 5 goals to 1.

Mrs. Butterworth presented the cup and medals to the League champions and the runners-up, whose names were as under:—

Winners.—8th Heavy Battery, R.G.A.: Gnr. Hinchings (Captain), Bdr. Palford, Tpr. Collyer, Gnr. Newham, May, Mitchell, and Field.

Runners-Up.—White Wing Surrey: Sgt. Bird (Captain), Corpls. Rumberstone and Major. Bdr. Hannon, Durr, Baker and Pies, Cole and Cornwall.

Cheers for the acting General Officer Commanding (Col. Russell Brown) concluded the proceedings.

BASEBALL.

NO MATCH ON SATURDAY.

Owing to the heavy rainfalls on Saturday afternoon, the match due to be played at Happy Valley between the Hongkong Baseball Club and the South China Athletic Association was postponed.

Sir Claud went on to say that when the Japanese team was last in Hongkong, Mr. W. Logan had promised them on their return that the V.R.C. would give them a run for their money. That the V.R.C. promise had been thoroughly fulfilled. He personally as well as others was glad that he had been present and that the Japanese had timed their arrival on a Saturday so that they had been able to witness such a fine exhibition of swimming. He especially wished to congratulate Mr. Takahashi on his victory in the 100 yards event when he lowered the bath record by two seconds. At the same time he felt that Mr. Lyon's defeat would only serve to encourage him to break his own record before the end of the season.

Continuing Sir Claud referred to the team race, which had produced one of the finest tussles one could wish to see. It was a close race from start to finish and the result, in favour of the Japanese by the narrow margin of one second showed that Hongkong possessed some fine swimmers.

Concluding his remarks, Sir Claud expressed pleasure it had been to have the presence of H.E. the Governor, who had evinced the keenest interest in the contest. Finally he congratulated the Committee on the very excellent arrangements made for the fête and on the promptitude with which the various events were carried out.

Mr. I. Sawada, Manager of the Japanese team, suitably replied. He returned thanks for the cordial manner in which his team had been received. He hoped the day would soon arrive when not only a Hongkong team but British teams from other places would visit Japan and give the Japanese an opportunity to act as hosts.

He took the opportunity of giving an eye-witness account of how Abraham won the 100 metres in France.

Cheers for the contending teams, H.E. the Governor, Sir Claud and Lady Severn, and Mr. Mitchell brought the ceremony to a close.

The night's entertainment was concluded by dancing to the strains of the Black Cat Orchestra.

THE TYPHOON.

WEEKEND SPORT SPOILED.

Local weekend trippers and sportsmen had their plans for the weekend entirely upset on Saturday morning, when at 10.40 o'clock the local No. 1 typhoon signal was hoisted and a warning issued at the same time that a severe typhoon had been located within 120 miles of Lat. 17deg. (N.) and Long. 116deg. (E.) moving in a W.N.W. direction.

During the early part of the morning there was no indication of a typhoon about. Harbour conditions appeared normal, junks and small craft making no signs of going to shelter. There was a light breeze blowing and with the exception of a couple of heavy showers of brief duration, there was nothing to convince the layman that there was a typhoon about.

At 11.29 a.m. a further warning was issued from the Royal Observatory which stated "that pressure has increased very considerably at Manila and slightly to moderately elsewhere. The typhoon entered the China Sea last night and is probably situated to the North of the Macleod Bank, moving W.N.W."

It remained fine until 1.29 p.m. when there was a squall, accompanied by rain which lasted about 10 minutes. June before 3 p.m. a series of heavy showers fell and put an end to any faint hope of carrying through with the usual weekly baseball and lawn bowls matches.

At 5.30 p.m. the Royal Observatory issued a further warning stating the position of the typhoon to be within 120 miles of Lat. 19 (N.), Long. 114 (E.) moving W.N.W., which meant that it had reached a position directly East of Hainan and that if it continued on the same track it would enter the coast somewhere near Kwong-chow-wan.

In the afternoon small craft began to hurry for shelter and yesterday morning not one was to be seen in the harbour. During the night a number of vessels left their berths for shelter in Kowloon Bay and throughout yesterday the harbour bore a deserted look. The homeward bound P. & O. steamer, *Mantau*, which left her moorings at noon on Saturday remained at anchor off Taikoo till yesterday afternoon.

Just about 1 a.m. yesterday the typhoon signal was changed, No. 4 (two green lights and a white) replacing the No. 1 signal, which meant that a gale was expected from the West.

The harbour was choppy yesterday and there were squalls which made it dangerous for small craft.

Yesterday at noon a representative of the *Daily Press* was informed at the Royal Observatory, that there was practically little or no danger of the typhoon striking Hongkong. The squalls of wind would probably last a few hours and were then moderate.

At 4.22 p.m. the position of the typhoon was given as Lat. 19 (N.) Long 111 (E.) and at about 6.30 p.m. the No. 4 signal was finally taken down. Soon after it was announced that the typhoon was near of over Hainan and moving W. or W.N.W.

A PROHIBITED ANCHORAGE.

THE NEW CABLE RESERVE.

A Harbour Office notification states that on Saturday a new cable reserve area was established between the City of Victoria of the South end of Kowloon Peninsula. The new area is declared a prohibited anchorage and no ship, junk or other craft of any description shall anchor within the new cable reserve area. The boundaries of the new reserve are as follows:—

On the West.—By a line from the Green Light on the Hongkong Ferry Pier (at Kowloon) 223deg. to the Green Light on the Pier at the end of Queen Victoria Street.

On the South.—By the foreshore. On the East.—By a line from the Time Ball Tower (at Kowloon) 223deg. to the Cenotaph (Victoria).

On the North.—By the foreshore. Ships, junks and other craft may use the buoys within this area but will be held responsible for any damage that they may do to the cables.

Ships going alongside Douglas Pier are permitted to drop their anchor in the fore and aft line of this Pier provided that such anchor is not dropped more than 200 feet from the end of the Pier.

HOW NOT TO TREAT A WIFE.

HUSBAND'S ALLEGED BRUTALITY.

A Chinese in police custody charged with having poured kerosene over his wife with intent to set her on fire. When he appeared before Mr. R. E. Lindell at the Central Magistracy on Saturday morning, it was further stated that he had studded a piece of cardboard with brass tacks for use in torturing the woman.

BOXER INDEMNITY AND RAILWAY CONSTRUCTION.

WU PEI FU REITERATES HIS PROPOSAL.

Marshal Wu Pei Fu has addressed a lengthy telegram to the National Road Construction Association reiterating his proposal to appropriate the returned Boxer indemnities for the construction of railways, says the 'Chung Mei' Service. This wire dated the 6th reads:—

I have several times submitted my proposal to the Central Government, and explained my reasons for my firm attitude in the following manner:—

In the first place, as education is a long developing enterprise of the nation so the educational funds should be derived from a financial source which will never be exhausted. The Boxer indemnity is a limited sum of money, and if deposited in banks, the interest the Government would receive yearly would be not much. It is a better plan to devote the indemnity funds to the construction of railways, especially the Szechuan-Hankow and the Hankow-Canton lines, from which a sum far greater than several tens of millions of dollars will be got. In this way, not only the railway administration in China will be improved yearly, but the educational funds will be increased considerably every year.

Secondly, it is not safe to deposit the indemnity funds in the banks, not even in foreign banks, which fact may be proved by the bankruptcy of the Banque Industrielle de Chine. In order to safeguard the foundation funds of national education, I strongly favour the appropriation of the returned indemnity funds for constructing railways, the receipts of which are to be devoted to educational expenses.

Thirdly, it is universally recognised that every enterprise of the nation should be developed at the same time. The undeveloped communication is responsible for the backward state of the nation. Since the employment of the returned Boxer funds for the building of railways has not affected national education, while on the other hand can promote the civilisation of the country, I maintain to enforce my proposal.

It is also pointed out in the wire that there is no fear for the mismanagement of the indemnity funds since an Inspecting Commission, to be organized by officials appointed by the Government and educationalists will be established, and that no fear need be entertained that the protocol Powers will not agree or will submit conditions, if the returned indemnity funds are to be appropriated for constructing railways, because the funds are not in the nature of a foreign loan.

In conclusion the Loyal War Lord asked the Association to try hard to get his proposal realised at an early date.

WHY MORE ROADS—AN ANSWER.

Chinese merchants in Manila in a telegram to the Government support the devotion of the funds to railway construction for the following reasons:—

1.—The construction of roads will facilitate the plans of disarmament by turning the disbanded soldiers into labourers.

2.—It will provide employment for those who choose to make an honest living. It will also help to reduce the number of outlaws.

3.—The extension of the means of communication will invariably hasten the development of industry and commerce.

4.—Better means of communication will yield more money to the Central Government which is free to set aside a certain amount for the encouragement of education.

THE FLOOD DISASTERS IN CHINA.

PEKING, August 15th. The latest information received from Shantung shows that the break in the Grand Canal dyke has flooded over one hundred and fifty villages already in the Enhsien area, affecting at least sixty thousand people whose crops are totally destroyed.

Two reassuring reports have been received from different parts of the country by the China International Famine Relief Commission.

The first information is from Foochow and points out that although the damage in the district of Yuchi was estimated as amounting to over twelve million dollars this figure has not yet been verified and may prove to have been exaggerated. Other districts, however, have not yet reported so that the situation still remains uncertain until eye witnesses accounts become available.

A telegram has also been received from the Commission's representative in Hankow in which he states that the Yangtze river is steadily falling and has already receded three feet below a higher point this year. It will be remembered that at one time it had flooded the river front of most of the Concessions and considerable anxiety was being felt as to its further progress.

BASEBALL

"EVERYTHING FOR THE GAME."

SPALDING'S

AND

WRIGHT & DITSON'S

EQUIPMENT.

SPECIAL
TERMS
TO CLUBSAS USED
BY THE LEADING
CLUBS
IN U.S.A.INSPECTION
INVITED

FIELDERS GLOVES.

BASEBALL SHOES.

TOE & HEEL PLATES.

INDOOR BALLS.

PITCHERS PLATES.

AUTOGRAPH BATS.

NATIONAL LEAGUE BALLS.

GOOD EQUIPMENT
AT
REASONABLE
PRICES.

BASEMAN'S MITT



FIELDER'S GLOVE

SPORTS & TOYS DEPT.

LANE, CRAWFORD, LTD.

FOR QUALITY SPORTS WEAR.

HOUBIGANT'S

QUELQUES FLEURS PERFUME

AND

CREME EN BEAUTE.

We have Just Received a Fresh Supply of the above—
place Your Order Early to avoid disappointment.

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL.

COLUMBIA NEW-PROCESS RECORDS

3 "FAVOURITES"

- | | | |
|------|------------------------------|----------|
| 3358 | FELIX KEPT ON WALKING | For Trot |
| | ROBINSON CRUSOE BLUES | |
| 3351 | I LOVE ME | |
| | WHISTLING | |
| 3349 | LAST NIGHT ON THE BACK PORCH | |
| | THE DOM PAB TROT | |

ANDERSON'S.

Powell Ltd
12, Des Vaux Road.

FELT & SUEDE
HATS
for Sportswear.

AUTUMN STRAWS.

SILK HOSIERY
CORSETS

UNDERWEAR.

NEW ADVERTISEMENTS

NOTICE.

THE Cable Steamer "STORE NOR-DISK" has This Day completed Cable Work.
G. F. HOLE,
Harbour Master.
[1178]

AGENT WANTED.

MANUFACTURERS Require AGENT to Represent them the Commission Bank in the Far East—Hongkong, China, and Japan. Goods manufactured are—High Class Crochets, Printed Linens, Printed Cotton Bedcovers, Printed Silks and Down Quills. G. P. & J. BAKER, Ltd., 5, Giltspur Street, E.C. 1.

NORDDEUTSCHER LLOYD BREMEN.

THE Steamer "AACHEN" having arrived from Bremen, Hamburg and other ports of Call, is hereby notified that her Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery can be obtained.
All Goods remaining undelivered after the 25th August, 1924, will be subject to Rent.
No Fire Insurance will be effected by us in any case whatever.
Damaged Packages must be left in the Godown for examination by the Consignee and the Company's Surveyors, Messrs. Anderson & Aube, at 10 a.m. on the 27th August, 1924.
No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within two weeks of the Steamer's arrival here, after which date they will not be recognized.
Consignees are requested to surrender their Bills of Lading to the undersigned for counter-signature.

MELCHERS & CO.

[1177] NORDDEUTSCHER LLOYD BREMEN.

LLOYD TRIESTINO S.N. CO.

NOTICE TO CONSIGNEES.

The Steamship "LAONIA."

FROM TRIESTE, VENICE, SPALATO, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional Cargo will be forwarded unless Notice to the contrary be given before 23rd instant.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 8th prox., or they will not be recognized.
All broken, damaged and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 10 a.m., by Mr. Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected.
Bills of Lading will be counter-signed by DODWELL & CO., LTD., Agents.
Hongkong, 23rd August, 1924. [1176]

SHANGHAI MUNICIPAL COUNCIL.

SILVER LOAN 1924.

ISSUE OF DEBENTURES FOR SHANGHAI TARIFF 1,250,000.

THE SHANGHAI MUNICIPAL COUNCIL hereby invites Applications for Debentures in the Silver Loan of 1924.

RATE OF INTEREST—6 per cent. per annum, Payable on June 30th and December 31st in Each Year.

PRICE OF ISSUE—Shai. Tls. 97½ per cent.

REDEMPTION ON DECEMBER 31st, 1924, at par under the operation of a Sinking Fund. The Debentures may, however, be Redeemed by the Council in whole or in part on DECEMBER 31st, 1924, or on any Subsequent Date, subject to the Council giving Six Calendar Months' Notice in the Municipal Gazette and Public Press of Shanghai. In the event of Partial Redemption of the Loan, the Number of Debentures to be Redeemed will be decided by Drawing.

SCRIP will be issued in Denominations of Shai. Tls. 5,000, Shai. Tls. 1,000, Shai. Tls. 500 and Shai. Tls. 100 to suit the convenience of Applicants.

APPLICATION FORMS can be obtained from the LOCAL OFFICE of the HONGKONG AND SHANGHAI BANKING CORPORATION or from the TREASURER and COMPTROLLER, SHANGHAI MUNICIPAL COUNCIL, Administration Building, Shanghai, to whom all Enquiries should be addressed. [1063]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY to SEPTEMBER, from Hongkong to Foochow (Pagoda Anchorage) and Return, Calling at Swatow and Amoy on both the Upward and Downward Voyages, by the Company's New, Fast, Well-appointed Steamer "HAI-NING" at the Reduced Rate of £60 for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—48 hours.

The Trip occupies 8 to 9 days and the Steamer will leave Hongkong from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting).
The Company's Steam Launch will convey passengers from Pagoda Anchorage to Foochow City, if required.
For further Particulars and Dates of Sailing, Apply to
DOUGLAS LAURENCE & Co.,
General Managers,
Douglas Steamship Co., Ltd.,
Hongkong, 17th June, 1924. [1068]

INTIMATIONS

CHINA PROVIDENT LOAN & MORTGAGE CO. LTD.

DIVIDEND NOTICE.

NOTICE IS HEREBY GIVEN that An INTERIM DIVIDEND has been Declared in respect of the Financial Year ending on the 31st December, 1924, and will be Paid on FRIDAY, 29th AUGUST, 1924, as to Forty Cents (\$0.40) per Share on the Old Shares (Fully paid), Thirty-three Cents (\$0.33) per Share on Bonus Shares (Fully paid) Nos. 171,000 to 200,000, and Six Cents (\$0.06) per Share on the New Shares (1924 Issue) upon which \$2.50 per Share was paid up on the 15th March, 1924.
The TRANSFER BOOKS of the Company will be CLOSED from the 29th to 29th AUGUST (both days inclusive).

SHEWAN, TOMES & CO., General Managers.

[1076]

NOTICE.

THE Cable Steamer Store Nordite will be employed on Cable Work in the Harbour for the Next Few Days

(a) In the Cable Reserve Between NORTH Point and HONGKONG.
(b) Between the SOUTHERN POINT of the KOWLOON PENINSULA towards QUEEN'S PIER.

All Vessels and Craft are hereby Notified to give the Cable Vessel a Wide Birth and proceed at Slow Speed when passing.

(Sd.) G. F. HOLE,
Harbour Master.
Harbour Department,
Hongkong, 20th August, 1924. [1164]

PUBLIC AUCTION.

THE Undersigned have received instructions To Sell by Public Auction

on TUESDAY, WEDNESDAY & THURSDAY, the 26th, 27th and 28th SEPTEMBER, 1924, at the H.M. NAVAL YARD, Hongkong, and at KOWLOON NAVAL DEPOT, Commencing Each Day at 9.30 A.M. with an Interval from 12 Noon to 1.30 P.M.

OLD AND SURPLUS NAVAL STORES, &c.

Comprising—
Ironmongery, Drifted, Whalers, Cutters, Gigs, Electric and Wireless Telegraphy Fittings, Electric Cable, Cooking Stoves, Ship's Fittings, Iron Beds, Mattresses and Fittings, Life Rafts, Carpets, Rugs, Mats, Pillows, Counterpanes, Blankets, Sheets, Canvas, India Rubber and Metallic Hose, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Woollen and Linen Rags, Old Ammunition, Old Cork, Old Iron and Steel, Old Brass, Copper, Lead, Zinc and Gun Metal, Copper and Brass Tubes, Coal Sacks, Wood and Iron Blocks, Lamps and Lanterns, Gauges, Steel Tubes, Old Steel Wire Rope, Mineral Oil, Riggering Chain, Chain Cable and Gear, Drilling Machines, Oil, Paint and Paint Ingredients, Lathes, Power Driven Saws, Planes and Cutter Engines, Babbles, Compasses, Clocks, Iron Drums, Old Electric Cables, Dirty Lubricating Oil, Old Cables, Smith's Forges, Air Compressors, Masts and Spars, Table Fans, Boat Sails, &c., &c.

Lots may be inspected on MONDAY, the 1st SEPTEMBER, 1924.

ALSO SALES OF OLD AND SURPLUS VICTUALLING STORES

at KOW LOON on FRIDAY, 5th SEPTEMBER, 1924.

Comprising—
Table Linen, Implements, Serge, Flannel, &c., Remnants, Sundry Articles of Mess and Table Gear and Clothing (including Electro Plated Gear), Condensed Provisions for Poultry Feeding, &c.

Terms of Sale as detailed in Catalogue. By Appointment Auctioneers to the Admiralty.

Hongkong, 26th July, 1924. [1157]

THE BEN LINE STEAMERS, LTD.

FAIR LEITH, MIDDLEBROO, LONDON AND STRAITS.

The Steamship "BENDORAN."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence and/or from the wharves, delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th instant, will be subject to Rent.
All Claims against the Steamer must be presented to the Undersigned on or before 12th September, or they will not be recognized.
All broken, damaged and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant, at 10 a.m.
No Fire Insurance has been effected.
Bills of Lading will be counter-signed by GIBB, LIVINGSTON & CO., LTD., Agents.
Hongkong, 22nd August, 1924. [1170]

TO-DAY THE SUNDAY

at 2.30, 5.15, 7.15 & 9.15.

Betty Compton

and

Bert Lytell

in

TO HAVE

and

TO HOLD

ADVENTURES OF FELIX

TOPICAL BUDGET 671

THE CORONET.

INTIMATIONS

E WHISKY

A Skilful blend of the finest matured Highland Whiskies. A happy result of long years of experience in distilling and blending; with a fine flavour that cannot fail to assure appreciation from the most discriminating palate.

BOTTLED in SCOTLAND.

SOLE AGENTS:

A S. WATSON & CO. LTD.,

Wine and Spirit Merchants.

ESTABLISHED 83 YEARS.

MARRIAGE.

WADE—CAZALET—At Geneva, on July 5th, HARRY ARTHUR LEIGH HERSCHEL, younger son of the late Sir THOMAS F. WADE and of Lady WADE, to DOROTHY, daughter of Rev. WILLIAM CAZALET, Rector, Rectory, Alton, Hants.

DEATH.

FISHER—At Uriage, Les Bains, on July 10th, MAY AMANDA, widow of late H. K. C. FISHER, manager, Straits Settlements, B.E.A. and C. Telegraph Company.

Hongkong Office: 14, Chater Road.
London Office: 13, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 25TH, 1924.

WEST RIVER TRADE.

THOUGH complaints are heard from all parts of China of the difficulties under which trade is carried on nowadays, there is probably no area where the handicaps are more severe than in the region of the West River. A glance through the Reports of the Commissioners of Customs at Samshui and Wuchow for last year reveals a most deplorable state of affairs. Commercial men are well aware of the conditions that have been prevailing in this region for so long, and these annual reports of the Commissioners of Customs serve only to remind them of familiar facts. If we could feel that the picture of misgovernment the Reports present would make its due appeal to responsible authorities, we could begin to entertain some hope of improvement. Unhappily there is nothing in a general survey of the political conditions in Kwangtung at the present time to encourage any belief that these handicaps to trade will speedily disappear. On the contrary, there seems every possibility of a continuance of military operations with all the disturbances and handicaps to trade that have marked them in recent years. The feature of these Reports to which we would like to draw particular attention is the evidence they afford of the growing dependence of trade upon the protection afforded by foreign flags.

We read of British steamers, escorted by British gunboats, being allowed to go through the fighting line when Chinese steamers dared not go up the river, and in the circumstances it is not surprising to read that "many steamers, hitherto Chinese, have changed their flag." "This," says the Commissioner at Samshui, "is natural in view of the treatment accorded by the military authorities to the Chinese flag (the a.s. Kwangtung), for example, was commandeered for military service on the East River since July last year and had not been released when the report was written, in March this year, together with the inconvenience from the searching parties of the several Examination Bureaux established on the West River by the Canton Government, an inconvenience suffered to a greater degree by Chinese than by foreign-flag vessels." The Commissioner at Wuchow writes: "Frequent interruption of traffic and the commandeering of Chinese vessels for military service has been responsible for the low ebb of shipping trade. A comparison of the 1923 figures under the various flags with the corresponding figures for 1922 shows that the shipping under various foreign flags has increased at the expense of that under the Chinese flag. Bitter experience undergone by Chinese shipping during recent times, through the constant commandeering of vessels for military service, have taught the Chinese ship owners to seek protection under foreign flags, and on the re-opening of the port in the third quarter of the year many Chinese steamers, one after another, transferred their nationality to either British or Portuguese. A conspicuous instance of this was the sale of the Wuchow Chinese Navigation Company—a long-established Chinese concern, which owned four steamers and several motor-boats and had been doing a prosperous business—to a Hongkong syndicate under the style of the Yew Hing Company. Two well-known stern wheelers, the *Saiyuan* and the *Nanning*, have also gone under the Portuguese flag, and most of the Hongkong tugs and many of the motor-boats which plied on the river during the latter part of the year sailed under foreign flags." The Commissioner at Samshui, writing of the extensive commandeering of the class of vessel which operates under inland Steam Navigation Rules, says: "If the present conditions last, it is not impossible to anticipate a time when trade under inland Waters Steam Navigation Rules will be confined to a few launches flying a foreign flag." Mr. KRAMER remarks that "the heavy 'protection fees' that have to be paid by all civilian launches to the various military stations passed—these protection stations springing up anywhere along the waterways and for no apparent reason, like mushrooms in a night—have caused prices of launch and raft-borne commodities to rise considerably—the price of firewood, for instance, has increased in the last 18 months 100 per cent!—and render trading as much a gamble as the risk of being commandeered renders its precarious." It is no wonder that here is this tendency for the Chinese flag to disappear from the waterways of Kwangtung. In all the circumstances it is surprising that the Commissioners are able to show improved trade statistics. This may be explained perhaps in a variety of ways, but there is a significant remark in the Wuchow Commissioner's report which may well be quoted in this connection. It is this: "There is no gainsaying the fact that the prosperity of the opium business accounts to a large extent for the sudden revival of trade in the third and fourth quarters of the year."

The party of bluejackets and marines drafted to Shamen, for duty during the strike, have returned to Hongkong.

At Sukumpo, Sheungshui, in the New Territories, a man who was in charge of some ducks was struck by lightning last Thursday, and killed instantly.

An item on the agenda for to-morrow afternoon's meeting of the Sanitary Board has reference to the appointment of a third Medical Officer of Health.

By order of His Excellency the Governor-in-Council it is proclaimed that the Dutch East Indies is a place where an infectious or contagious disease prevails.

Charged before Mr. R. E. Lindwell at the Central Magistracy on Saturday morning with being without means of subsistence, a Russian was sent to the House of Detention.

The forthcoming wedding is announced of Mr. John William Jenkins, Chief Officer of the s.s. *Chewan*, to Miss Mary Ellen Pyke, en route from England by the s.s. *Hakone Maru*.

The names of Dr. Li Tsao Yiu and Dr. Sheik Abdool Majed Sepher, both Bachelors of Medicine and Bachelors of Surgery of the University of Hongkong, have been added to the Colony's Register of medical practitioners.

Six months' hard labour was the sentence passed by Mr. E. W. Hamilton at the Kowloon Magistracy on Saturday on Tang Kin, an unemployed silversmith, who was convicted of belonging to an unlawful society.

At the Hongkong Electric Company's Recreation Club on Friday evening, a loving cup and clock were presented to Mr. "Willie" Fraser, who is leaving the company after 10½ years' service as accountant.

Four women and two men were 85 each by the Marine Magistrate on Saturday, for mooring inshore during prohibited hours without a permit. For failing to show regulation lights three junk masters were fined \$10 each, or ten days in default.

At a meeting of the Council of the Royal Colonial Institute the following Non-Resident Fellows were elected: Capt. Eric S. Dickson (Hongkong); China: John W. H. Grice, M.R.C.S. (Tientsin); Major A. M. Pollard, D.S.O. (Tientsin); and Arthur C. R. Portway (Swatow).

Stuart penalties for opium offences were meted out by Mr. Hamilton at the Kowloon Magistracy on Saturday. For preparing the drug at Sham Shui Po, a man was fined \$450, or six months' hard labour in default, and another man, of Portland Street, similarly charged, was sentenced to six months' hard labour without the option of a fine.

Mr. David Landale, of Messrs. Jardine, Matheson & Co. is one of the members of the Committee appointed by the Government to inquire into and report upon the conditions and prospects of British industry and commerce, with special reference to the export trade, and to make recommendations. Sir Arthur Balfour is Chairman of the Committee.

Capt. Robert Brittain, a former China tea clipper captain, and vice-commodore of the Nore Yacht Club, Westcliff, has died at Thorpe Bay. He was in the famous ships *Thermopylae* and *Red Jacket*, and took part in several thrilling races home from China with the first of the tea crop, competing against the noted *Cutty Sark*, the record-breaking clipper of years ago.

Lieut.-Col. Crosse, as Chairman of the Municipal Council of the British Concession on Shamen has requested the *Canton Gazette* to publish a contradiction of its statement alleging that the Secretary of the Council, Mr. C. E. Watson took the bell from the bell-ringing leader of the procession, when the Chinese returned to the Shamen. Lieut.-Col. Crosse states that Mr. Watson, in fact, did not even see the procession, being otherwise engaged at another part of the Concession.

A lunatic was found a few days ago in a nullah at West Point, and sent to the Lunatic Asylum, where he died on Saturday.

Mr. Ho Kom Tong returned to the Colony from England on Saturday by the *Katori Maru*.

"Those who still wear queues" are prohibited by a recent Police Order in Peking from employment as rickshaw coolies.

A lunatic was found a few days ago in a nullah at West Point, and sent to the Lunatic Asylum, where he died on Saturday.

BUSINESS STRIKE AT CANTON.

[FROM OUR CHINESE CORRESPONDENT.]

Following the suspension of business on the part of the native bankers and the rice merchants in Canton, as a protest against the Government which is enforcing the circulation of unsecured paper money on the market, the other shops were compelled to close their doors yesterday (Sunday, August 24th). The rice shops had to close on account of mercenary of Dr. Sun insisting on paying for rice with the notes of the Central Bank, which are regarded as worthless. The troops on August 21st forcibly seized two junks full of rice at Canton saying that if the owners would like to have anything in return they might take the notes or nothing. Since the 22nd of August, all shops have been but partly open, being ready to close any moment upon intrusion of mercenaries stationed in the business sections to guard against possible opposition of the Canton Merchants Volunteers.

Mr. Ching Chien, Secretary of War, who had issued the permit to the Canton Merchants Volunteers to import arms but whose act was later over-ruled by Dr. Sun Yat Sen, has declined to attend office further, as a silent protest against the action of his chief. It is understood that other departmental chiefs of Dr. Sun's General Headquarters, including General Hsu Shao Tseng of the Department of Internal Affairs and Procurator-General Loo Hing Yuan of the South China Supreme Court, have withdrawn from Canton.

In volunteer circles it is believed that the Yunnanese, the Huifanese, and the Kwangsi-ites may not necessarily listen to the order of Dr. Sun Yat Sen in his attempt to disarm the volunteers. They began, it is said, to realize that if Dr. Sun should fail, that they will have a hard time to escape from Kwangtung, as their dialects will betray them.

Since the 22nd of August, the regular service of junks and tow-boats plying between Canton and inland towns has been interrupted.

LATER.

The strike started from the inland towns of the province on August 22nd, and will be in full swing in Canton City proper on the 25th. The Cantonese are demanding that the arms and ammunition for the import of which the Canton Merchants Volunteer Corps have taken out legal permits but which Dr. Sun Yat-sen's Kuomintang Government has illegally seized shall be unconditionally returned to their proper owners; that the amalgamation of the provincial volunteer units, the inauguration of which Dr. Sun has prohibited, shall henceforth not be further interfered with; and that all orders and instructions for the arrest of the Commandants of the Volunteer Corps, leaders of the people's movement charged of rebellion against the administration of Dr. Sun and the Kuomintang, shall be unconditionally and immediately withdrawn.

As far as the volunteers are concerned, the opposition will be passive, for the time being, while the people at large will cease paying taxes or supplying the needs of Dr. Sun and his party.

The merchants of Canton, Fatsan, and other cities, have advised the newspapers in Canton to stop delivery, as the recent order of Dr. Sun Yat-sen and the Canton Police to the Press to publish no more notices from the members and officers of the Volunteer Corps and imposing a strict censorship on news, mail, and telegrams have rendered local publications but mouth-pieces of the pro-Sun party, and a prostitution of local opinion.

Since August 22nd, regular water traffic between Canton and the inland towns has been curtailed by voluntary action of the "managements of the tow-boats and junks."

A man who on Friday stole a watch and chain, a pair of spectacles and a jacket from a member of the crew of a Canton steamer, was sent to goal with hard labour for four weeks at the Central Magistracy on Saturday.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]LONDON AGREEMENT.
DISCUSSED BY FRANCE AND GERMANY.

DEBATE IN CHAMBER.

PARIS, August 23rd.

In the debate in the Chamber the Socialist, M. Blum, opined that the Conference marked the condemnation of the occupation of the Ruhr and the bankruptcy of Poincaré. He declared the Premier had brought back peace with honour.

M. Briand thought the real danger lay in the cessation of control of armaments in Germany and regarded the renewal of contact with the Germans as a guarantee of peace upon which he congratulated M. Herriot.

General Nollet replying to a deputy who had fears of the possibility of the evacuation of the Rhineland, said the control of the Essen factories would continue after the evacuation of the Ruhr and would only be abandoned after the Control Commissions had surrendered their powers.

On the resumption of the debate M. Herriot, intervening, asked the Chamber to take into account the attitude of Britain, who largely opposed the execution of the Dawes plan owing to a fear of unemployment. Replying to a deputy later, M. Herriot said it was not exact to say the French Government had undertaken to communicate to the British Government all the details of the Franco-German commercial negotiations. M. Herriot explained that the principles of such a commercial agreement were agreed upon in London and he had so informed the British Government.

General Nollet remarked that Mr. MacDonald had undertaken, if Germany, by a certain time, did not satisfy the commission of control under the Dawes scheme, Britain would join France and the Allies in compelling Germany to carry out the Treaty of Versailles.

M. Herriot said a Germano-Allied agreement was indispensable in order to avoid economic conflict.

The Chamber, at the conclusion of the discussion on the London Agreement passed a vote of confidence by 236 to 24.

Herr Stresemann, in a fighting speech in the Reichstag, strongly criticised the attitude of the Nationalists and declared that regarding the forthcoming Franco-German commercial negotiations no sort of secret agreement existed.

REICHSTAG PROCEEDINGS.

The evacuation of Offenbach and Appenweier constituted a great success for the German delegation. He vouched for M. Herriot's character and believed that London, if not the final goal, might prove the beginning of a movement resulting in the collaboration of all nations. The speech was received with loud cheers from the Socialists and the Centre and hisses from the Communists and Extreme Nationalists.

BLESSING OR CURSE?

Herr Marx paid a tribute to Mr. MacDonald's impartiality at London. The decisions of the Conference would undoubtedly be a burden on Germany, but they marked progress, compared with the present state of affairs. The Government did not consider the settlement as final, but would do its utmost to effect a speedy evacuation of the Ruhr and other sanctioned areas. He concluded that the Reichstag was confronted with terrible responsibility; its decision would be a blessing or a curse to Germany.

As a result of the statements by the German members of the London Conference in the Reichstag a swing of opinion among the moderate section of the German National Party is noticeable and there is now a prospect of the Dawes bill finding the necessary majority in the Reichstag this week and of the London protocol being signed on Thursday.

EARLIER CABLES.

THE MACDONALD LETTER.
SUPPORT FROM M. HERRIOT.

PARIS, August 23rd.

On the resumption of the debate in the Chamber, M. Herriot stated that Mr. Ramsay MacDonald's letter regarding the evacuation of the Ruhr was handed to him in London before the pact was concluded before Mr. MacDonald's speech and before the Ruhr question was settled. M. Herriot pointed out that the Germans and French had submitted their own viewpoints on the Ruhr question and Mr. MacDonald quite rightly submitted the British viewpoint. Therefore, it was unjust to interpret Mr. MacDonald's action as a wrongful proceeding or as a disavowal of the agreements reached in London.

(Continued on next column.)

LATEST CABLES.

ANTI-BRITISH TRADE CAMPAIGN.

PREMIER'S STEPS.

LONDON, August 23rd.

It was announced that Mr. MacDonald before he left London communicated to the representatives of the industries likely to be most seriously affected by the European combinations against British trade that he is appointing a committee to advise the Foreign Office on the subject.

THE PRINCE OF WALES.

LEAVES FOR AMERICA.

LONDON, August 23rd.

H.R.H. the Prince of Wales has left for New York.

HORRORS OF WAR.

A THOUSAND VARIETIES OF POISON GAS.

PARIS, August 23rd.

A report on the dangers of chemical warfare, drawn up by the League of Nations sub-committee, concludes that while poison gas is still a real danger the risk of wholesale slaughter by means of microbes is unlikely in the near future. This is deduced from detailed statements by leading experts who agree as to the difficulty of spreading microbes and the efficiency of preventatives. Contrariwise, poison gases are still a terrible menace. Thirty were known at the outbreak of the war; now a thousand have been discovered. Stress is laid on the general ignorance of the people of the possibilities of poison gas in warfare against civilians.

ANGLO-AFGHAN RELATIONS.

A FALSE REPORT.

PESHAWAR, August 23rd.

Improvement is reported in the situation in Khost. Afghan rebels are still in possession of the Alimur-Pass, but have been driven off the main Kabul-Ghazni road. It is pointed out here that the Bolshevik assertion that the British are supporting the rebels can only be credited to those unaware of the close Anglo-Afghan relations.

GREEK NAVAL TROUBLES.

ATHENS, August 23rd.

It is semi-officially announced that in consequence of an insubordinate telegram from Captain Colliakos, of the cruiser *Leontes*, the entire fleet has been ordered to be disbanded and the crews given indefinite leave. It is stated if Colliakos disobeys the order severe measures will be taken against him. It appears that Colliakos protested against the decision to reinstate officers who had resigned and hinted that the Government favoured the movement against Captain Hadjikyriakos, ex-Minister of Marine, in order to facilitate their advent to power.

LATER.

The offending officer has yielded to the Government's demands.

EARLIER CABLES.

DUTCH-AMERICAN LIQUOR TREATY.

THE HAGUE, August 22nd.

A Dutch-American treaty was signed at Washington yesterday allowing Dutch ships in American waters to carry alcoholic liquor under certain conditions, regarding being paid at the same time to the interests of the United States.

AUSTRALIAN NAVAL STRENGTH.

MELBOURNE, August 22nd.

The Australian Senate has passed the Defence Equipment Bill, providing for an enlarged navy and other defence measures.

STORMY SCENES IN REICHSTAG.

BERLIN, August 22nd.

There were stormy scenes on the assembly of the Reichstag. A Communist demanded the immediate discussion of the Communist motion, as it was "more important than the Government declaration on the surrender of the German people to international capital." Also the immediate dissolution and a plebiscite on the Dawes Report.

Herr Marx was prevented from beginning his statement on the London Conference by prolonged Communist shrieks regarding amnesty for political prisoners. The President was ultimately obliged to adjourn the sitting and to suspend the Communist Schwarz for twenty sittings.

Herr Schwarz was still in his seat at the resumption of the sitting, where the President re-adjourned until to-morrow, saying that Standing Orders did not authorise the forcible removal of a Deputy.

INDUSTRIALISTS FAVOUR AGREEMENT.

A meeting of the executives of several big German industrialists and merchants' associations have passed a resolution by 100 votes to 3 recommending the adoption of the London Agreement.

EARLIER CABLES.

THE WORLD'S SPORT.

HOME CRICKET.

SOUTH AFRICANS DEFEAT.

LONDON, August 22nd.

The match between South Africa and the Minor Counties was concluded at Norwich in showery weather, on a soft wicket. The South Africans scored 204, Nourse contributing 61.

Falcon took 3 for 103 and Beardsmore 4 for 33.

[South Africa's first innings produced 149. The Minor Counties scored 196 and 272, and thus win by 25 runs.]

AFRICANS PLAY TEST.

At Canterbury in fine weather and on a good wicket Kent scored 353 for five. Rain stopped play just before 6 p.m.

Woolley scored 175, being the first to complete his two-thousand runs for the season. His total included 4 sixes and 15 fours. Hardinge made 118 in 220 minutes, including 15 fours.

RAIN SPOILS COUNTY MATCHES.

Intermittent and heavy rain fell throughout the county matches.

Kent at Lord's led over Middlesex on the first innings. Middlesex scored 133, Wright taking 6 for 38, and 334 (Dales 100, Hendren 70). Kent compiled 100 (Woolley 98) and then 3 for 0.

Notts at Nottingham against Northants, led on the first innings. Northants scored 242, and 49 for 3. Notts compiled 249 for 9, declared.

Surrey at Brighton beat Sussex by an innings and 37. Sussex scored 148 and 133. Surrey compiled 338 (Shepherd 111). Sandham 71.

Essex vs. Derby at Chesterfield scored 29 for 1, and the match had then to be abandoned. Lancashire, scored 28 for 0 against Gloucester at Manchester and the game was abandoned. Glamorgan vs. Somerset at Cardiff could not be played.

Yorkshire scored 201 for 2, declared. Oldroyd 122, and Leyland 100, against Hampshire at Harewood. Hants compiled 137 for 7, when the match was abandoned.

LATEST CABLES.

HOME FOOTBALL.

LONDON, August 24th.

SCOTTISH LEAGUE.

Aberdeen, 0; Rangers, 1.
Celtic, 1; Airdrieonians, 1.
Hearts, 2; Ayr, 3.
Kilmarnock, 0; Morton, 1.
Motherwell, 3; Hibernian, 0.
Partick, 1; Dundee, 1.
Raith, 1; Queen's Park, 1.
St. Johnstone, 0; Falkirk, 0.
St. Mirren, 0; Hamilton, 1.
Third Lanark, 1; Cowdenhead, 1.

SECOND RUGBY TEST.

S. AFRICA AGAIN WINS.

JOHANNESBURG, August 23rd.
In the second rugby test South Africa beat Britain by 17 points to nil.

AMERICAN BASEBALL.

LAST WEEK'S RESULTS.

NEW YORK, August 23rd.

NATIONAL LEAGUE.

Pittsburgh, 5; New York, 4.
Philadelphia, 2; Chicago, 0.
St. Louis, 3; Boston, 2.
Brooklyn, 9; Cincinnati, 4.
Brooklyn, 7; Cincinnati, 5.
Chicago, 2; Philadelphia, 1.
Boston, 4; St. Louis, 2.
Cincinnati, 8; Pittsburgh, 4.
Brooklyn, 3; Boston, 1.
Philadelphia, 5; St. Louis, 4.
New York, 6; Cincinnati, 2.
Brooklyn, 4; Pittsburgh, 3.
Pittsburgh, 3; Pittsburgh, 2.
Boston, 2; Chicago, 0.
Boston, 5; Chicago, 0.
St. Louis, 3; Philadelphia, 1.
St. Louis, 13; Philadelphia, 10.
New York, 8; St. Louis, 4.
New York, 12; St. Louis, 2.
Brooklyn, 2; Chicago, 0.
Brooklyn, 7; Pittsburgh, 6.
Boston, 0; Pittsburgh, 3.
Cincinnati, 11; Philadelphia, 0.
New York, 3; St. Louis, 4.
Chicago, 7; Brooklyn, 2.
Pittsburgh, 3; Boston, 0.
Philadelphia, 5; Cincinnati, 3.

AMERICAN LEAGUE.

New York, 3; Chicago, 2.
Philadelphia, 2; Cleveland, 1.
Philadelphia, 7; Cleveland, 0.
Detroit, 5; Washington, 2.
St. Louis, 10; Boston, 2.
St. Louis, 6; Boston, 4.
New York, 2; Chicago, 1.
Washington, 8; Detroit, 1.
New York, 3; Chicago, 0.
Cleveland, 13; Philadelphia, 3.
Boston, 3; St. Louis, 2.
Washington, 6; Detroit, 2.
Philadelphia, 5; Cleveland, 3.
Boston, 11; St. Louis, 5.
Washington, 4; Detroit, 3.
Washington, 5; Detroit, 3.
Boston, 3; Cleveland, 4.
Boston, 3; Cleveland, 1.
Washington, 2; Chicago, 1.
St. Louis, 11; Philadelphia, 5.
St. Louis, 4; Philadelphia, 2.
Detroit, 8; New York, 6.
Philadelphia, 13; St. Louis, 6.
Boston, 1; Cleveland, 4.

EARLIER CABLES.

HOME BUILDING DISPUTE.

MEN ACCEPT EMPLOYERS' TERMS.

LONDON, August 22nd.

The stoppage of the building trade in Britain, which has been in progress since the beginning of July, was settled this afternoon by the men accepting the employers' terms.

The settlement provides an halfpenny an hour advance in wages to all craftsmen and labourers, the advance being stabilised until February 1926. Summer working hours, beginning in 1925, are to be 46½ weekly. The question of lost time will be referred to a joint committee.

BRITISH MISSION AT MOSCOW.

STORIES OF HUMILIATING TREATMENT.

LONDON, August 22nd.

There is considerable discussion in London with regard to the reported humiliating treatment of Mr. Hodgson, the British charge d'affaires at Moscow. It is learned in well-informed circles that a report that Mr. Hodgson is practically a prisoner is incorrect, but spies infect the British Mission, rendering it very difficult for Russians to have any continuous relations with the Mission. The attention of Mr. Rakovsky has been called to the matter, and it is hoped he will make representations on the subject to Moscow, and that this will lead to an improvement of conditions.

LATEST CABLES.

U.S. WORLD FLIGHT.

ARRIVAL IN GREENLAND.

NEW YORK, August 22nd.
The American airmen batted in a dense fog during the last miles of their journey to Greenland. They landed under most dangerous conditions.

Lieut. Lowell Smith accomplished the 500-mile flight in 9 hours 35 minutes.

ITALIAN STILL MISSING.

Locatelli is still missing, and two American warships on the spot have been ordered to search east of Cape Farewell.

THE SEARCH.

NEW YORK, August 23rd.
While three American cruises were cautiously beating the coast outside Iqroon, near Cape Farewell, for Locatelli, two messages from Admiral Magruder were received which indicate the possibility of Locatelli having landed on an isolated Greenland fjord. Admiral Magruder declares his intention of remaining as long as there is the slightest hope of finding Locatelli, and has summoned a tanker to replenish the oil-fuel of the cruisers. Lieutenant Marescalchi, who made preliminary arrangements for Locatelli in Iceland, says that if the aeroplane was forced to alight at sea the fliers are safe, as the machine is seaworthy, of all-metal construction, and is supplied with food and water for ten days. Lieut. Marescalchi believed there are two pilots and two mechanics aboard, and says the chief danger is that the aviators may have crashed into a mountain in the fog or wrecked on the ice if forced down on rough water.

Lieutenant Smith reports that an aeroplane was heard by the inhabitants of Greenland after the second American searching for Locatelli. The cruisers *Richmond* and *Releigh*, and the Danish steamer *Islandfalk* continue cruising and are using searchlights by night and smokeclouds by day as a guide to the missing aviator.

BRITISH WORLD FLIERS.

QUESTION OF TRADE ROUTES.

VICTORIA, August 23rd.

The British world fliers were the guests of naval officers of the *Esquimaux*. Squadron Leader MacLaren in an interview said experience had convinced him that certain portions of the world flight were feasible for regular aeroplane trade routes, but the monsoons in the Far East, especially Indo-China, rendered flying there hardly dependable.

EARLIER CABLES.

U.S. WAR DEBTS.

PLYMOUTH (VERMONT), August 22nd.

It is intimated that Mr. Coolidge considers the enquiries of foreign nations with regard to war debts due to America should await a complete settlement of the reparations problem.

U.S. LOAN FOR AUSTRIA.

\$30,000,000 FOR ELECTRICAL PLANT.

VIENNA, August 22nd.

It is reported that a group of American bankers has agreed to a loan of three million dollars to the Lower Austrian Electric Company for the installation of water-power plant.

FATALITY IN HONDURAS.

BINTON AND AMERICAN KILLED.

WASHINGTON, August 22nd.

The State Department learns that an American named George Hamilton and a Britisher named Charles Elmer, were killed in the Puerto Castilla district, Honduras, yesterday morning.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

BIG ARMS HAUL AT SHANGHAI.

INCrimINATING DOCUMENTS SEIZED.

SHANGHAI, August 21st.

The police raided a Chinese house and seized 20 Mauser pistols and 3,500 rounds of ammunition. They also found documents relating to extensive arms deals.

WAR RUMOURS.

CAUSE FOR ANXIETY.

PEKING, August 22nd.

Foreign telegrams indicate that there is cause for anxiety as regards Chekiang, Fukien and Kiangsu, in spite of Chinese official assurances to the contrary. *Bulletin.*

GREAT MOVEMENT OF TROOPS.

FOOCHOW, August 23rd.

The rumour of the departure of gun boats to Shanghai is unfounded.

A crisis has risen between the ex-Tu Sun Chuan Fang and the present Tsuchun Ghou Yin Jen. There is a great movement of troops on both sides but there are no indications of troops leaving for other frontiers. A local conflict is expected at any moment.

CHINESE STUDENTS IN ENGLAND.

VALUE OF INTERCHANGES.

LONDON, August 21st.

Chao Hsin Chi, opening the Chinese students' conference at Huddersdon, regretted that the number of "Chinese" students in England did not show a tendency to increase. He hoped that when the British Boxer Indemnity was applied to new purposes the students would benefit. The present numbers coming to England were inadequate. Anglo-Chinese educational intercourse would eventually benefit commercial relations. British people would do equally well to send a larger number of students to China.

[BY COURTESY OF THE "DAILY BULLETIN"]

AVIATION IN JAPAN.

PROPOSED AIR ROUTES.

TOKYO, August 22nd.

A plan to spend Yen 21,000,000 during the next five years on aerial routes within the Empire has been formulated by the Aviation Bureau.

Two routes are at present proposed, one between Tokyo and Mukden via Hakone, Osaka, Okayama, Hamada, Taiko and Heijo, and the other between Yeterofu, in the Kuriles, and Kagoshima via Kasumigaura and Kaushimoto. During the first year it is proposed to open the route between Tokyo and Hamada, calling for an initial expenditure of Yen 6,000,000.

RUSSIAN EMBASSY AT PEKING.

THE KARAKHAN NOTE.

PEKING, August 22nd.

It appears that M. Karakhan's proposed amendment of his Note to Mr. Yoshizawa was not wholly satisfactory to the latter, and the discussion of the subject is still being carried on, and the matter is not expected to be settled for some days.

Meanwhile, M. Karakhan has not replied to the Note from the representatives of the signatories to the protocol, and therefore the question of the Russian Legation remains at a standstill.

The *Peking and Tientsin Times* is the only paper in Peking and Tientsin which editorially comments upon M. Karakhan's Note of the 19th inst. and the *Rotta* attack on America, which is generally attributed to M. Karakhan.

Sir Ronald Macleay formally called on M. Karakhan yesterday.

CHANG TSO LIN'S AIR-WOMAN.

TOKYO, August 22nd.

Miss Shigeno Kibe, the 22-year-old daughter of a wealthy timber merchant in Korea and contractor to Chang Tso Lin, has been engaged by the Mukden war lord as a member of his aviation corps.

Miss Kibe is about to graduate from the Muenato Aviation School.

JAPANESE LABOUR TROUBLES.

SUGGESTED ARBITRATION BILL.

TOKYO, August 22nd.

The compulsory publication of the cause of any dispute with a public hearing by properly appointed representatives of either side, assisted by officials and Pressmen, is the plan proposed under the terms of the suggested Arbitration Bill for the settlement of labour quarrels. Hitherto such disputes have been solved by an appeal to the police authorities and to the Courts, but it is now suggested that a more satisfactory method will be to make the whole matter public and to let the public judge and decide on the merits of the case.

It is stated that the Act will be proposed for legislation during the coming session of the Diet.

JAPANESE EARTHQUAKE ANNIVERSARY.

REVIEW OF PRESENT CONDITIONS.

TOKYO, August 22nd.

With the approach of the anniversary of the earthquake on September 1st, a review of the conditions as they are to-day has been prepared by the Home Department, according to which the City of Tokyo has been not permanently but temporarily rehabilitated to the extent of nearly 70 per cent. that is, of the total houses destroyed in the early days of last September, 200,000 have been rebuilt.

In the districts of Azabu, Akasaka, Koishikawa and Yotsuya, which were only partially devastated, all the houses have been rebuilt, while in the other districts where the destruction was much more general, 60 per cent. to 80 per cent. have been re-erected.

It is expected that the temporary rehabilitation of the city will be completed by the end of the year, when the permanent rehabilitation will be started. This is expected to take at least a decade, but it is thought that in five years' time Tokyo will again assume its pre-earthquake aspect.

ARGENTINIAN WORLD FLIGHT.

ZANNI'S NEW MACHINE.

TOKYO, August 22nd.

Major Zanni continues his flight with the spare machine which arrived at Kobe to-day on board the *Kamo Maru* from London.

The machine is to be immediately trans-shipped, probably to the N.Y.K. *Hakata Maru*, which leaves Kobe to-morrow and will reach Haiphong, whither Major Zanni has order it to be sent, within a fortnight.

These plans were announced by M. Garcia Urriburu, the Argentine Minister at Tokyo, who, to-day, received a cable from Major Zanni informing him of the machine's whereabouts and asking for its urgent shipment to Haiphong.

Major Zanni cabled "Aeroplane crashed but determined to continue."

Mr. P. Murphy, Major Zanni's advance man, who is waiting at Tientsin for orders, has been directed to continue laying out the route via Mukden, Pyengyang, Taiku, Hiroshima, Osaka and Tokorozawa.

Whether the flight across the Pacific will be attempted will not be settled until Major Zanni has arrived at Tokyo, but M. Garcia Urriburu and the Japanese officials and American airmen who assisted in the American flight are of the opinion that the season is too late.

SPECIAL JAPANESE ENVOY TO INDO-CHINA.

VISCONT GOTO TO BE NOMINATED.

TOKYO, August 22nd.

It is reported that Viscount Goto, ex-Home Minister, will be nominated to represent Japan as a Special Envoy to return the visit of M. Merlin, Governor-General or French Indo-China.

It is stated that Viscount Goto will proceed to Indo-China early in September.

Which of us is likely to go down to his grave and feel that all the hopes of his youth have been fulfilled?—Lord Dalfour.

I can see nothing subversive in the idea of Mrs. Thomas Atkins, wife of Mr. Thomas Atkins, coming to live next door to Lady Vere de Vere.—Mr. Thrill, M.P.

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"SCHLESSEN"	—	10th September
"AACHEN"	—	11th October
"TRIER"	14th September	15th October
"ELBERFELD"	16th October	25th November
"COBLENZ"	10th November	13th December
"PFALZ"	11th December	17th January, 1925
"DERFFLINGER"	3rd January, 1925	1th February
"SAARBRUECKEN"	2nd February	5th March
"TRIER"	1st March	5th April
"FULDA"	25th March	2nd May

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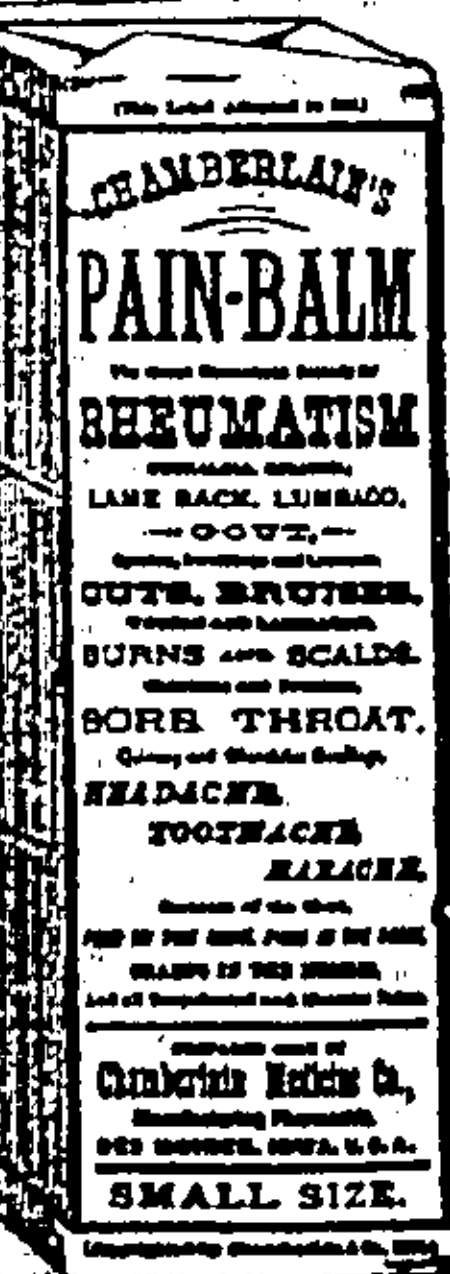
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HONGKONG.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.	Thursday, 4th Sept.
BIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.	Friday, 12th Sept.
BOMBAY via Singapore and Colombo.	Thursday, 4th Sept.
"HONOLULU MARU"	Sunday, 7th Sept.
"ALTAI MARU"	Monday, 16th Sept.
BANGKOK, SAIGON via SINGAPORE.	Monday, 1st Sept.
CALCUTTA via Singapore & Rangoon.	Thursday, 26th Aug.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.	Friday, 29th Sept.
NEW YORK via Japan Ports, San Francisco and Panama.	Wednesday, 15th Oct.
JAPAN PORTS.	Wednesday, 3rd Sept.
"SHUNKO MARU"	Friday, 5th Sept.
"LONDON MARU"	Saturday, 13th Sept.
KEELUNG via SWATOW & AMOY.	—
TAKAO via SWATOW & AMOY.	—
"KOTSU MARU"	Thursday, 26th Aug., 10 a.m.
TAKAO & KEELUNG.	—
"KWAYO MARU"	Wednesday, 3rd Sept.

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SCOTTISH LETTER.

EDINBURGH, July 29th

THE SCOTS AND HUMOUR.

The honour of Doctor of Laws which has been conferred by the University of Edinburgh upon Sir Owen Seaman, editor of *Punch*, once more calls attention to the survival in the South of the fallacy that the Scots have no humour in spite of the notorious fact, referred to by him at the dinner to the honorary graduates, that a great deal of the humour of London journalism is supplied by Scotsmen. Perhaps the finest humorous artist who ever drew for the great journal whose traditions Sir Owen so well maintains was Charles Keene. Half Scots by birth, and wholly by temperament, Keene not only drew largely on the native stock of satirical humour illustrated by Dean Ramsay, but also, with an exquisite double turn to artistry, explained the supposed Scottish lack of humour, a feat which since his day has been repeated by several Scots writers, to the delight of their own countrymen and the mystification of the slower-witted Southern. Humour, indeed, has always been the strongest suit of Scottish writers. That a nation which produced Lyndsay, Curraught, Arbuthnot, Smollett, Burns, Galt, Scott, and Stevenson, and which in our own day has cultivated the English stage with the classic fancies of Barrie, should ever have been regarded as deficient in humour can be explained only by the Scottish mind, and by the fact that the average Scot is often so content with his own appreciation of a subtle jest that he declines to dilute it for English consumption. In the matter of humour, in short, the Scot follows art for art's sake.

In this connection there may be given an extract from a speech delivered by Sir Owen Seaman at one of the social functions. A little while ago he said, it was asserted that he had told some of the body that he got 75 per cent. of the humour for *Punch* from Scotsmen. Shortly afterwards he was called upon by an interviewer who wanted to know what he had to say about it. He was rather busy at the time, and in a rather peevish mood, and he dismissed the interviewer a little curtly with the statement that he had said nothing of the kind. "He did not know whether it was out of revenge for this, but a few days afterwards he received a cutting from a Dundee paper to the effect that—Sir Owen Seaman states that he never said he got 75 per cent. of the humour of his paper from Scotsmen. We do not know who spread the rumour, but for years we Scotsmen have been writhing under this aspersion."

CAP AND BELLS.

Edinburgh graduation was the occasion of many small jokes. No less a person than the Principal of the University started the game, and everybody seemed bound to follow him with little efforts of good, bad, and (mainly) indifferent wit. It must be said that quips of the cap and bell variety do not come naturally to the Scots, whose mental constitution lies rather in the direction of humour. Sir Alfred Ewing at the graduation dinner attracted attention to the fact that one of those honoured with a degree was the Rev. James Black and another Sir Frederick Whyte by saying that the list began with a Black and ended with a White. Referring to Mrs. Sydney Webb he recalled that her maiden name was Beatrice Potter, and said he now understood better how it was that the world was "clay in the hands of the potter." Referring to the gift of a Greek lexicon, Sir Richard Lodge expressed the hope that a full translation was also provided. In turn Liddell made the confession that the poem was Greek to him. This enabled Sir Alfred Ewing to score a point when he asked why Liddell should not be able to read the Greek seeing he was a combination of Liddell and Scott. (Liddell and Scott are the authors of a famous Greek lexicon.) "I don't know how long he wore the thing," wrote one scribe about the wreath of wild laurel, "but no doubt he remembered the Latin that man wants but Liddell here below wants that Liddell long." And another suggested that the sprits should write a book about his track career under that title—"Eric, or Liddell by Liddell."

NOT ON A SUNDAY.

I hear that at this week's meeting of the Council of the Scottish Law Society Association consideration was given to a proposal for an international match between Scotland and India to be played at Glenageary on a Sunday in September. While welcoming the idea of a match with India the Council sternly refused to sanction the playing of any event under its official auspices on a Sunday. It was pointed out that the ruling authority in no other leading Scottish sport ever drangled match and tournament fixtures for Sundays, and it was determined that the Scottish L.T.A. should not be the first to break through that rule. The international with India will be played on a week day.

ROBERT BURNS.

It is still uncertain when the long-awaited opera "Robert Burns," will make its initial appearance. Meanwhile Mr. Frederick Austin of "Beggars Opera" fame, is completing his musical setting of Mr. John Drinkwater's book of the opera. In the hands of Mr. Drinkwater, who deals with the poet's complex psychology in an entertainingly ingenious way, and Mr. Nigel Playfair, who, it is said, is "the best living undertaker of the dead," the production is certain to arouse the keenest interest, if not, indeed, a good deal of controversy on the part of students of Burns.

ENGAGEMENT.

A marriage has been arranged, and will take place in Bombay early in November, of Frank Ewart Nicoll, Hongkong and Shanghai Banking Corporation, Bombay, son of John Nicoll, Finty Place, Broughty Ferry, and

(Continued on next column.)

OIL DISPLACES COAL.

EFFECT OF MAGIC WAND ON GIANT LINER.

Snuggly berthed in close proximity to the new mammoth floating dock at Southampton and in striking contrast to its shapeless bulk, a passenger ship of handsome appearance is an object of great admiration, says a London paper. This vessel, the 34,550 ton liner *Romantic*, is one of the proudest under the White Star flag. She has just been converted from a coal to an oil-burning ship, and ranks as one of the finest equipped and furnished boats in the Atlantic service. She joined the fleet two years ago, being originally known as the *Columbus*, and since November last has been off duty in Messrs. Harland and Wolff's yard at Belfast.

The improvements effected will mean a higher average speed on her next trip across the "herring pond," which will be shortened by several hours. But it is not only in the matter of knots that the *Romantic* shows improvement, as a party of visitors from London discovered at an inspection the other day's descending they were astonished at the cleanliness and orderliness prevailing everywhere. Gone are the grimy bunkers in the ship's ribs, and in their place are oil tanks—37 in number—capable of holding 5,000 tons of liquid fuel. Rows upon rows of pipes lead from these to the stokehold, whose eternal firework no longer fed by a dripping "black" liquid. Long-handled shovels have been replaced by valves which control the supply of fuel to the furnaces. Through scores of tiny perforations, the oil, heated to high temperature, is forced out in long whirling, roaring jets of flame almost smokeless and sootless.

The transformation in the mechanical department of the ship is in keeping with the luxury and comfort that characterises the passenger accommodation. The resplendent dining hall resembles nothing so much as the show place of a big hotel ashore, and the furnishing of the sleeping apartments is on an equally sumptuous scale. Col. Cennamo, joint manager, told the guests at the inspection that a quarter of a million had been spent in fitting the *Romantic* with the latest equipment for burning oil.

DEATH OF FAMOUS RACEHORSE.

Tracery, the winner of the 1912 St. Leger, who was sold for the record sum of £24,000 and returned from the Argentine last year, died at Cobham stud on August 25th.

It will be recalled that in 1913 Tracery was the victim of a Saffragist outrage at Ascot where he was brought down in the Gold Cup race, which was won by Prince Palatine.

The State today is the largest shareholder in the industrial companies of the country; it is taking 25 per cent. of the profits of every company—Sir George Palliser, M.P.

Isobel Mary, only daughter of G. Malcolm Stuart, W.S., 19, Lyndoch Place, Edinburgh.

THE GENERAL'S LATIN.

I heard recently an excellent story of a well-known Scottish General who not long since was Commander-in-Chief in India. In connection with certain disturbances he received a report from a high Civil authority written in the best Indian Civil Service scholarly English interspersed here and there with quotations from the Latin and Greek classics. The General read the report, and sent it back with this "observation" at the foot—"I also can juggle Latin. This report is nullum sanguineum bonum."

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS	SUBJECT TO ALTERATION	
RANGOON via SWATOW	"HANSANG"	Tuesday, 26th Aug. Noon.
STRAITS & CALCUTTA	"LAISANG"	Tuesday, 26th Aug. 3 p.m.
TSINGTAO via SWATOW	"TINGSANG"	Wednesday, 27th Aug. 10 a.m.
SHANGHAI via SWATOW	"FOOSHING"	Friday, 29th Aug. 10 a.m.
MANILA via AMOY	"SUISANG"	Saturday, 30th Aug. 7 a.m.
KOBE	"NAMSANG"	Sunday, 31st Aug. 8 a.m.
HAIPHONG via HOIHOW	"LEESANG"	Wednesday, 3rd Sept. Noon.
TIENSIN	"CHONGSHING"	Thursday, 4th Sept. 1 p.m.
SANDAKAN	"MAUSANG"	Friday, 5th Sept. 1 p.m.
MANILA	"YUENSANG"	Saturday, 6th Sept. 11 a.m.
HAIPHONG via HOIHOW	"MINGSANG"	Sunday, 7th Sept. 7 a.m.

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"GLENGANDA"	23rd Sept.
"GLENSHANE"	7th Oct.
"GLENGARRY"	16th Oct.

Movements are subject to change without notice.

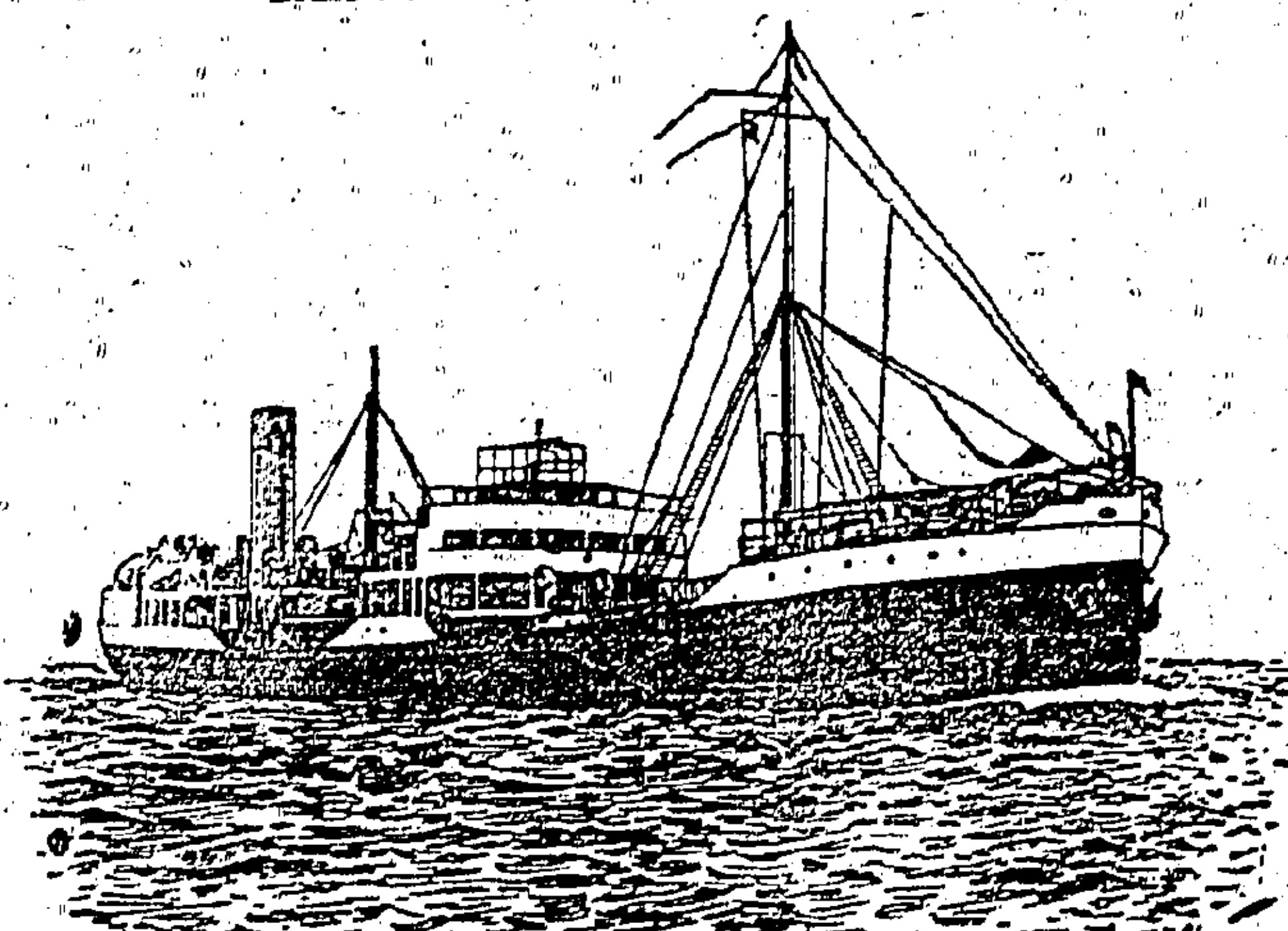
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SHIPPING NEWS

ARRIVALS.

August 22nd.

Kangshih, Chinese str., 1,350 tons, Capt. W. Philip, from Shanghai, with a general cargo, lying at C.M.S.N. Co. wharf.—C.M.S.N. Co.

West Prospect, American str., 4,500 tons, Capt. H. A. Wilhelmson, from Shanghai, with a general cargo, lying at Stonecutters.—Stenters & Barry.

August 23rd.

Anden, German str., 1,872 tons, Capt. C. Wolff, from Bremen, with a general cargo, lying at Kowloon wharf.—Molchers & Co.

Chikago Maru, Japanese str., 1,051 tons, Capt. S. Sakaguchi, from Anping, with a cargo of salt, lying at Vau-mat.—M.B.R.

Hydrangea, British str., 301 tons, Capt. W. Bower, from Swatow, with a general cargo, lying at China On wharf.—China On S.S. Co.

Katori Maru, Japanese str., 6,134 tons, Capt. S. Ikawa, from London via Singapore, with a general cargo, lying at Kowloon wharf.—N.Y.K.

Kron, Norwegian str., 636 tons, Capt. O. J. Norheim, from Hong Kong, with a cargo of coal, lying at buoy No. C15.—Ching Kee Hong.

Katsu Maru, Japanese str., 307 tons, Capt. Y. Okada, from Swatow, with a general cargo, lying at buoy No. B21.—O.S.K.

Lacoma, Italian str., 4,004 tons, Capt. A. Luchini, from Singapore, with a general cargo, lying at Kowloon wharf.—Adams & Co.

Uoloe, Chinese str., 1,239 tons, Capt. Y. Watanabe, from Chobu, with a general cargo, lying at buoy No. C11.—Ching Kee Hong.

Yamethon, Chinese str., 1,023 tons, Capt. A. Cornelissen, from Cebu, with ballast, lying at buoy No. C17.—Luen Fat.

Shindang, British str., 1,598 tons, Capt. R. Robertson, from Swatow, with a general cargo, lying at buoy No. B12.—B. & S.

Tilawa, British str., 6,135 tons, Capt. W. A. Pitt, from Calcutta and Singapore, the former port she left on August 2nd and the latter on August 19th, with a general cargo, lying at Kowloon Wharf.—Mackinnon, MacKenzie & Co.

Tjilatjap, Dutch str., 2,670 tons, Capt. W. Schol, from Samarang, with a cargo of sugar, lying at Quarry Bay.—J.G.L.

Tanishin Maru, Japanese str., 4,100 tons, Capt. M. Tomita, from Singapore, with a general cargo, lying at buoy No. A30.—N.Y.K.

Wakahan, Chinese str., 258 tons, Capt. Chan Nam, from Kwang Chow Wan, with a general cargo, lying at Hau Tak wharf.—Shui Lee S.S. Co.

Yachow, Chinese str., 894 tons, Capt. E. Wainwright, from Saigon, with a cargo of rice, lying at buoy No. C12.—Tung Woo & Co.

August 24th.

Hai Fong, British str., 1,110 tons, Capt. W. S. Turnbull, from Foshow, Amoy and Swatow, with a general cargo, lying at Douglas Pier.—Douglas, Lapraik & Co.

Tung Tung, British str., 1,222 tons, Capt. P. Baker, from Tsingtau, Shanghai, and Swatow, with a general cargo, lying at West Point wharf.—Jardine, Matheson & Co., Ltd.

CLEARANCES.

August 23rd.

Anden, for Shanghai.

Bendow, for Shanghai.

Chikago Maru, for Kowloon.

Hydrangea, for Kowloon.

Katori Maru, for Swatow.

Kron, for Amoy.

Katsu Maru, for Canton.

Lacoma, for Canton.

Uoloe, for Canton.

Yamethon, for Canton.

Shindang, for Canton.

Tilawa, for Canton.

Tjilatjap, for Canton.

Tanishin Maru, for Canton.

Wakahan, for Canton.

Yachow, for Canton.

VESSELS EXPECTED.

Atreus (Blue Funnel), due September 1st.

Autolysa (Blue Funnel), due September 10th.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAMES	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
Buenos Aires via Singapore, &c.	Kanaka Maru	Jap.	Nippon Yusen Kaisha	On 1st Sept.
New York & Boston	Gothic Prince	Brit.	Princes Line	On 1st Sept.
Boston & New York via Suez	Bomeo	Brit.	The Bank Line, Limited	On 1st inst.
San Francisco via Suez & Jap. Ports & H'nd.	President Wilson	Am.	Pacific Mail S.S. Co.	On 2nd inst., 4 p.m.
San Francisco, &c.	West Farall	Am.	Struthers & Barry	On 3rd inst.
Victoria & Vancouver, B.C., via Shanghai, &c.	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	On 3rd inst.
Victoria, Seattle & Vancouver via J. Ports.	Yokohama Maru	Jap.	Nippon Yusen Kaisha	On 3rd inst., 11 a.m.
Victoria, Seattle, Tacoma, Vancouver, &c.	Arabis Maru	Jap.	Oseka Shosen Kaisha	On 3rd inst.
Victoria, Seattle & Vancouver	Arabis Maru	Jap.	Nippon Yusen Kaisha	On 3rd inst.
Seattle & Victoria, via H'nd. Kobe & Yokohama	Provident	Brit.	Admiral Oriental Line	On 3rd inst.
Manila, London & Antwerp	Kalyan	Brit.	P. & O. S. L. & A. L.	On 3rd inst.
Manila, &c.	Amey Le Rideau	Brit.	Message Marine	On 3rd inst.
Manila, &c.	Paul Lecat	Brit.	Message Marine	On 3rd inst.
Manila, &c.	Andre Lebon	Brit.	Message Marine	On 3rd inst.
Manila, London, Antwerp via Singapore, &c.	Kitano Maru	Jap.	Nippon Yusen Kaisha	On 3rd inst., 11 a.m.
Manila, London, Rotterdam, Liverpool & Glasgow	City of Birmingham	Brit.	The Bank Line, Ltd.	On 3rd inst.
Manila, London, Rotterdam, Liverpool & Glasgow	Enrypylas	Brit.	Butterfield & Swire	On 3rd inst.
Genoa, Antwerp, Rotterdam, Hamburg, Bremen, &c.	Schlesier	Brit.	Butterfield & Swire	On 3rd inst.
London, Hamburg, Rotterdam & Antwerp, &c.	Argon Maru	Jap.	Oseka Shosen Kaisha	On 3rd inst.
London, Rotterdam & Hamburg	Pembrokehire	Brit.	Jardine, Matheson & Co. Ltd.	On 3rd inst.
Amsterdam, Rotterdam, Hamburg & Bremen	Boeton	Dut.	Java-China-Japan-Lijn	On 3rd inst.
Amsterdam, Rotterdam & Hamburg	Albert Vogler	Ger.	Reuter Bros. & Co.	On 3rd inst.
Bombay via Singapore & Colombo	Ari Maru	Jap.	Nippon Yusen Kaisha	On 3rd inst.
Kuala Lumpur via Swatow & Amoy	Taiyang	Jap.	Jardine, Matheson & Co. Ltd.	On 3rd inst., 3 p.m.
Singapore, Penang & Calcutta	Taiyang	Jap.	P. & O. S. L. & A. L.	On 3rd inst.
Singapore, Penang, Colombo, Bombay, &c.	Sardinia	Brit.	P. & O. S. L. & A. L.	On 3rd inst.
Singapore, Penang, Colombo, Bombay, &c.	Soudan	Brit.	P. & O. S. L. & A. L.	On 3rd inst.
Singapore & Belawan-Deli	Van Oboon	Dut.	Java-China-Japan-Lijn	On 3rd inst.
Brindisi, Venice & Trieste	Venezia	Ital.	Dodwell & Co., Ltd.	On 3rd inst.
Wharfedale, Calcutta & Tientsin	Huechow	Brit.	Butterfield & Swire	On 3rd inst.
Haiphong via H'nd. & P'riest	Chinkwa Maru	Jap.	Yamashita Kisen Kaisha	On 3rd inst.
Kobe via Swatow & Amoy	Chinkwa Maru	Jap.	Jardine, Matheson & Co. Ltd.	On 3rd inst.
SANDAKAN	Tango Maru	Jap.	Nippon Yusen Kaisha	On 3rd inst.
Australian Ports via Manila	Eastern	Brit.	P. & O. S. L. & A. L.	On 3rd inst.
Australian Ports	Taiyang	Jap.	Butterfield & Swire	On 3rd inst.
Shanghai, Kobe & Yokohama	Awa Maru	Jap.	Nippon Yusen Kaisha	On 3rd inst.
Tsingtau via Swatow & Shanghai	Ting-sang	Jap.	Jardine, Matheson & Co. Ltd.	On 3rd inst., 10 a.m.
Shanghai, Kobe & Yokohama	Kashmir	Brit.	P. & O. S. L. & A. L.	On 3rd inst.
Shanghai & Kobe	Feshawur	Brit.	P. & O. S. L. & A. L.	On 3rd inst.
Yokohama, Kobe & Mori	Soudan	Brit.	P. & O. S. L. & A. L.	On 3rd inst.
Shanghai	Lacoma	Dut.	Dodwell & Co., Ltd.	On 3rd inst.
Mori & Kobe	Tikaraz	Jap.	Java-China-Japan-Lijn	On 3rd inst.
Mori & Kobe	Taira	Brit.	P. & O. S. L. & A. L.	On 3rd inst.
Yokohama, Kobe, Nagasaki & Shanghai	Arakura	Brit.	P. & O. S. L. & A. L.	On 3rd inst.
Yokohama Ports	C. Lopez Y Lopez	Span.	Botelho Bros.	On 3rd inst.
Tientsin	Shunko Maru	Jap.	Oseka Shosen Kaisha	On 3rd inst.
BATAVIA	Cheong-ching	Dut.	Jardine, Matheson & Co. Ltd.	On 3rd inst.
Calcutta Singapore & Rangoon	Timanek	Dut.	Java-China-Japan-Lijn	On 3rd inst.
Calcutta via Singapore, Penang & Rangoon	Oseka Shosen Kaisha	Jap.	Oseka Shosen Kaisha	On 3rd inst.
Haiphong via H'nd.	Lake Gipsy	Brit.	Pacific Mail S.S. Co.	On 3rd inst.
Amoy, Swatow & Singapore	Leang	Brit.	Jardine, Matheson & Co. Ltd.	On 3rd inst.
Swatow & Bangkok	Kiangchow	Brit.	Butterfield & Swire	On 3rd inst.
Swatow, Amoy & Foshow	Kwangtung	Brit.	Butterfield & Swire	On 3rd inst.
Manila	Hailong	Brit.	Douglas Lapraik & Co.	On 3rd inst.
Manila	Hailong	Brit.	Douglas Lapraik & Co.	On 3rd inst.
Manila	Empress Canada	Brit.	Canadian Pacific O. S. Ltd.	On 3rd inst.
Manila	Yamethon	Brit.	Jardine, Matheson & Co. Ltd.	On 3rd inst.
Manila, Singapore, Colombo, &c.	Admiral Oriental Line	Am.	Admiral Oriental Line	On 3rd inst.
Manila, Cebu & Zamboanga	Legazpi	Span.	Botelho Bros.	On 3rd inst.
	West Carmona	Brit.	Struthers & Barry	On 3rd inst.

PASSENGERS.

Per s.s. Anden, on August 23rd.—Mr. W. Schmidt.

Per s.s. Hai Fong, on August 24th.—Mr. W. Peng, Miss H. Meyers and Mr. and Mrs. G. Clarke and two children.

Per s.s. Ting Sang, on August 24th.—from Shanghai: Mr. J. Ross Smith; from Swatow: Mr. Bice.

Per N.Y.K. s.s. Katori Maru, on August 23rd.—For Hongkong: Mr. Ho Kom Tsz, Mr. and Mrs. F. Harber and son, Mr. K. Mizogami, Mr. Y. Nakajima, Mr. L. A. Langley, Mr. A. Honda, For Shanghai: H. C. Rowson, Mr. Chow Kwan Kin, Mr. H. Okabe, Mr. I. Matsuo, Mr. K. Ohtani, Mr. Y. Minami, Mr. G. Baybair, Mr. R. Matheson, Miss M. Schulz, Mrs. H. W. Thoburn, Miss H. Thoburn, Mr. S. Tani, Major G. E. R. Millard, For Kobe: Mr. R. H. Clerk, Mr. J. E. Christensen, Miss J. B. Schreuder, Mr. and Mrs. R. H. Blyth, For Yokohama: Mr. E. Hemsted, Mr. and Mrs. O. Pister.

Per P. & O. s.s. Mantua, on August 23rd.—Lieut. V. R. S. Bowley, R.N., Eng., Lieut. J. B. Duncan, R.N., Mrs. G. Greenwood and infant, D. and Mrs. O. A. G. Reinhard, Comdr. P. Riddle, R.N., Mr. and Mrs. M. Zecha, Miss H. Zecha, Mr. L. Zecha, Major and Mrs. F. A. B. Johnston, Mr. J. Marcus, Miss A. P. de Chant, Mr. and Mrs. T. Bersey, Miss Bersey, Master Bersey, Miss Benfield, Rev. and Mrs. H. F. Bailey, Dr. (Mrs.) T. M. Blake, Mr. and Mrs. W. B. Bate and infant, Mr. J. H. Hewitt, Mr. W. Henderson, Mr. G. F. Wagborn, Mrs. C. Nakajima, Mr. M. Motomori, Mr. C. R. Sullivan, Mr. J. Johnston, Mr. W. E. Richards, Mr. F. Cousins, Lieut. J. Bethel, R.N., Mrs. H. Gordon-Wright and 2 children, Mrs. S. A. Arthur and infant, Mr. and Mrs. C. Lund, Lt. Comdr. R. Lawrence, R.N., Mr. M. Bly, Mr. and Mrs. Lantz, Dr. and Mrs. E. J. Peil and son, Mr. H. Peil, Misses H. and M. Peil, Mrs. A. M. Carleton and son, Mr. and Mrs. W. McGregor and son, Mr. W. F. Older, Mr. E. B. Yost, Mr. and Mrs. E. J. A. Porter, Miss Tseng, Mrs. W. H. Griggs and infant, Mr. R. G. McEwen, Mr. T. Irwin, Mr. and Mrs. W. T. Hooge, Mr. J. H. Monk, Mr. A. C. Hall, Mrs. P. E. Oliver, Mr. and Mrs. E. H. Biele, Mr. E. Zimbalist, Mr. A. Strok, Miss M. C. Read, Mr. and Mrs. S. W. Brookshaw, Miss Brookshaw, Mr. C. R. Crispin, Miss A. D. Wolf, Mr. C. W. Lucas, Mr. C. M. Cater, Mr. W. Weinmann, Mr. R. A. Greenfield, Mr. P. A. Barrett, Mr. C. E. P. Sutcliffe, Mr. and Mrs. B. Anderson, Mr. R. A. Blackadder, Mr. T. Topandus, Mr. and Mrs. J. Ruid and son.

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PAUL LEROY.	—	—	14th Sept.
ANDRE LEBON.	31st July	1st Sept.	25th Sept.
AMBOISE.	14th Aug.	15th Sept.	15th Oct.
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"NAJOYA"	6,854	11th Sept.	do.
"KAISAR-CHIND"	11,430	20th Sept.	S'pore, Penang, Colombo & B'way.
"SOUDAN"	6,886	30th Sept.	Mars., London & Antwerp.
"KASHMIR"	8,963	4th Oct.	do.
"PESHAWAR"	7,934	11th Oct.	do.
"MOOREA"	10,911	18th Oct.	S'pore, Penang, Colombo & B'way.
"SICILIA"	6,813	25th Oct.	Mars., London & Antwerp.
"KASHGAR"	8,940	1st Nov.	do.
"MALWA"	10,941	15th Nov.	S'pore, Penang, Colombo & B'way.
"SARDINIA"	6,884	25th Nov.	Mars., London & Antwerp.
"KARMA"	9,098	29th Nov.	do.
"MANTUA"	10,902	13th Dec.	S'pore, Penang, Colombo & B'way.
"SOUDAN"	6,886	23rd Dec.	Mars., London & Antwerp.
"KALWA"	9,097	27th Dec.	do.
"MACEDONIA"	11,089	10th Jan.	Marseilles, London & Antwerp.
"SICILIA"	6,813	20th Jan.	S'pore, Penang, Colombo & B'way.
"KALYAN"	9,118	24th Jan.	Mars., London & Antwerp.
"MOOREA"	10,911	7th Feb.	do.
"KASHMIR"	8,963	21st Feb.	do.
"MALWA"	10,941	7th Mar.	do.

BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,000	3rd Sept.	Singapore, Penang & Calcutta
"TILAWA"	10,000	17th Sept.	do.
"TAJURA"	8,500	19th Sept.	do.
"TAKADA"	6,949	25th Oct.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	27th Aug., Noon	Manila, Sulu, Cebu, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"ARAFURA"	6,000	1st Oct.	Manila, Sulu, Cebu, Thursday Island, Cairns, Townsville, Sydney & Melbourne.
"ST. ALBANS"	4,500	3rd Oct.	do.

Frequent connections from Australia with the following—
The U.S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, the P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TILAWA"	10,000	26th Aug. D.L.	Amoy, Shanghai, Moji & Kobe.
"PESHAWAR"	7,934	3rd Sept.	Shanghai & Yokohama.
"KASHMIR"	8,963	5th Sept.	Shanghai, Moji & Kobe.
"SOUDAN"	6,886	8th Sept.	Shanghai & Kobe.
"ARAFURA"	6,000	8th Sept.	Moji & Kobe.
"TAJURA"	8,500	10th Sept.	do.
"MOOREA"	10,911	15th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,940	3rd Oct.	Shanghai, Moji & Kobe.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"SICILIA"	6,813	8th Oct.	Shanghai & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"KARMA"	9,098	1st Nov.	do.
"EASTERN"	4,000	1st Nov.	Moji & Kobe.
"SARDINIA"	6,884	15th Nov.	Shanghai & Kobe.
"MANTUA"	10,902	25th Nov.	Shanghai, Moji & Kobe.
"KALWA"	9,097	29th Nov.	do.
"SOUDAN"	6,886	29th Nov.	Shanghai & Kobe.
"ARAFURA"	6,000	6th Dec.	Moji & Kobe.
"MACEDONIA"	11,089	13th Dec.	Shanghai, Moji & Kobe.
"KALYAN"	9,118	27th Dec.	do.
"SICILIA"	6,813	27th Dec.	Shanghai & Kobe.
"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,963	24th Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHGAR"	8,940	21st Feb.	do.
"MANTUA"	10,902	7th Mar.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 2 1/2 ft. x 2 1/2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
42, Des Voeux Road Central, HONGKONG

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "WEST PARALON" ... Due Hongkong: 30th Aug. Leave Hongkong: 31st Aug.

U.S.S. "WEST SEQUANA" ... Due Hongkong: 14th Sept. Leave Hongkong: 15th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

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U.S.S. "WEST CHOPAKA" ... Due Hongkong: 1st Sept. Leave Hongkong: 2nd Sept.

TO MANILA, CEBU AND ZAMBOANGA.

U.S.S. "WEST CARMONA" ... Due Hongkong: 15th Sept. Leave Hongkong: 20th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information, APPLY TO

STRUTHERS AND BARRY,
1st Floor, Queen's Building
Phone No. Central 3008.
G. P. BRADFORD,
Res. Agent.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Port	Steamers	Date of Departure	D.L.
AMOY & SHANGHAI	"SUIYANG"	On 26th Aug.	2.30 p.m.
SWATOW & HANGKOK	"KWANGTUNG"	On 26th Aug.	2.30 p.m.
AMOY, SWATOW & SINGAPORE	"KIUNGCHOW"	On 26th Aug.	4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KANCHOW"	On 27th Aug.	4 p.m.
SHANGHAI & TIENTSIN	"FOOCHOW"	On 30th Aug.	D.L.
SHANGHAI & NEWCHANG	"KIANGSU"	On 31st Aug.	2.30 p.m.
AMOY, SWATOW & SINGAPORE	"TAMING"	On 2nd Sept.	10 a.m.
HOIHOW, PAKHOI & HAIPHONG	"KAYING"	On 2nd Sept.	2.30 p.m.
SWATOW & HANGKOK	"KAYING"	On 4th Sept.	10 a.m.
HOIHOW & SINGAPORE	"CHINHUA"	On 4th Sept.	10 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy) on Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woonang.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

Telephone Central 38.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong	Sails for Manila, Sandakan, Thurs. Is. & Aus. Ports
"TAITUAN"	23rd Sept.	23th Sept.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

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FOR NEW YORK AND BOSTON via SUEZ.

S.S. "WRAY CASTLE" ... Sails about 28th August.

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REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK, SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI:

S.S. "LACONIA"	...	Sails about 25th August.
S.S. "FIUME-L"	...	Sails about 31st August.
S.S. "PERSIA"	...	Sails about 30th September.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA"	...	Sails about 7th September.
S.S. "LACONIA"	...	Sails about 4th October.
S.S. "FIUME-L"	...	Sails about 7th October.
S.S. "PERSIA"	...	Sails about 7th November.

* Cargo only.

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S.S. "UMZUMBI" ... Sails about 31st August.

Regular Passenger and Cargo Service to South African Ports

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SAILING FROM HONGKONG.

For CANTON

S.S. "CHUKWA MARU" ... on or about 2nd Sept.

For HAIPHONG via Hoihow & Pakhoi

S.S. "CHUKWA MARU" ... on or about 5th Sept.

For KEELUNG via Swatow & Amoy

S.S. "TAIKWA MARU" ... on or about 4th Sept.

For further particulars, please apply to—

S. MITARAI, Agent,
No. 27, Benham Strand West,
Tel. Central No. 155.

Top Floor, King's Building,
Tel. Central No. 140 & 4457.

